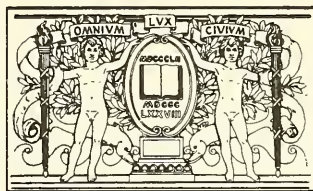


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Report
of the
Commission on Massachusetts' Part
in the World War

HISTORY

Compiled and Edited by
EBEN PUTNAM
Lieutenant-Colonel, A. of U. S.

Under the Direction of
BRIG. GEN. JESSE F. STEVENS, *The Adjutant General*
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Commissioners

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REPORT

The special Commission on Massachusetts' Part in the World War was established by Chapter 408, Acts of 1923. Chapter 367, Acts of 1924, gave to the Commission the additional duty of compiling a "Gold Star Record of Massachusetts," and Chapter 18, Acts of 1926, continued the Commission until its work should be concluded.

The first legislation contemplated the accomplishment of the original duty of the Commission in three years, but the Legislature of 1924 added so materially to the duties of the Commission as to double its task. Later legislation called for the compilation and publication of the "Gold Star Record" in advance of the work for which the Commission was originally appointed. The "Gold Star Record" was printed in 1929. Since the publication of that volume, corrections and additions to that extensive record have been few and mostly inconsequential, and affect but 19 records. Such a limited number of corrections out of 5771 individual service records, entailing in connection with the required family records mention of approximately 30,000 individuals and many more dates, speaks well for the care with which that record was compiled.

The Commission obtained the services of Lieutenant-Colonel Eben Putnam as "Official Historian." Colonel Putnam was entirely responsible for the compilation and editing of the "Gold Star Record," assisted by a small staff which he was obliged to train for this special work. He is also responsible for the compilation of the present volume, virtually completed a year ago, but which had to be cut down to a considerable extent to bring it within the limits set by the legislative appropriation.

In order to bring the "Gold Star Record" within the limits of a single volume, not too unwieldy in size, it was necessary to omit the record of engagements in which the soldier participated, which are a part of his service record. It is stated on page x of the preface of that volume, "by reference to Volume I of the Report of the Commission, under the various organization histories, information will be found regarding the activities of those organizations, and between certain dates, thus enabling one to learn in what operations the man participated." This promise has been carried out in the present volume, and the information given in such form that the reader may learn something of the sequence of events, thus giving a wider view of the soldier's participation.

This inclusion of achievements of other divisions than those particularly associated with Massachusetts also brings realization of the widespread participation of Massachusetts men in the war. For every battle death of one of our men recorded in a combat division it may be estimated that there were at least ten times that number of Massachusetts men serving with that division.

The arrangement of the volume in hand is based upon the fact that there were certain activities and certain military and naval units which particularly pertain to Massachusetts. These are grouped in Part I. In Part II appear mention of other activities and of other military and naval units which are of especial interest to Massachusetts and in which Massachusetts people had a part.

Hearings before the Ways and Means Committee demonstrated that it had not been the intention (as understood by that Committee) of the General Court to have the Commission undertake as extensive a work as the Commission had at first intended but rather it had been expected that the Commission would prepare a chronological

narrative of the war which should illustrate to what extent Massachusetts and her people participated. A mere chronology of the war would not answer the purpose intended, because, from the varied incidents and widespread participation of Massachusetts men in war-time activities, military, naval, and civilian, it is impossible to give in that form a connected and coherent account of their activities.

Massachusetts supplied about 200,000 men to the military and naval services. Other thousands were in the service of our allies, were engaged in welfare work at home and abroad, or were busily engaged in manufacture of supplies. The only method by which any conception of the part taken by Massachusetts can be arrived at was to use the system adopted by the Commission.

This method brought under topical heads information, so far as possible arranged in chronological order, regarding State and Federal activities, both military and civilian. The military side is illustrated by more or less extended accounts of those organizations of the army and navy in which Massachusetts men served, but always as briefly and concisely put as the occasion permitted. There has been no attempt to present exhaustive or even to any great extent detailed histories of organizations. This plan has been adhered to even in the case of elements of the 26th Division which at the time of going overseas were entirely composed of Massachusetts men. The same is true regarding other divisions and regiments to which large numbers of Massachusetts men were assigned.

No statement of civilian activities during the war would be complete without mention of the Red Cross, the Young Men's Christian Association, Young Women's Christian Association, Knights of Columbus, Salvation Army, and other welfare societies, either of permanent organization or formed for the occasion. The work the Red Cross performed at home and abroad reached proportions too much of an international nature to permit an account of its accomplishments to be included in a record of any one state's activities. Yet the Metropolitan Chapter of Boston should receive credit for having done its full share, aided by the Red Cross membership and chapters throughout the state. Red Cross collections in this state aggregated nearly two million dollars. Great numbers of workers contributed in everyday services; others as members of the Red Cross units in camps and overseas. At least eight Red Cross workers from Massachusetts lost their lives while serving in France.

The "Y" met the problems which were required of it by the Army. The commissary regulations established by the Army interfered with the open-handed generosity which other and lesser welfare organizations not bound by the official regulations were enabled to give.

Each of the several welfare organizations had their activities supported by the pro rata sums granted them from the nationally raised fund given without regard to religious or racial connection, and performed faithfully the duties allotted to it.

The work of the various organizations has been well described in reports, and official and unofficial histories of their participation, and it is to those publications which the reader must turn, for there is no known source whence the participation of Massachusetts can be separated without extensive research from that of the rest of the country. The names of those who died in that service have been obtained and when they could properly be included have been inserted in the "Gold Star Record." To attempt to enlarge further upon the activities of those societies or upon the ever constant activities of the various churches in the state, all of which as units or through their members did their share of the welfare work demanded during the war, would require research beyond the scope of the work of the commission and an increase in the cost of the present volume beyond the appropriation available, and could not have been contemplated by the legislature at the time the Act was passed creating the Commission.

At the outbreak of the war nationals of many nations were called to the colors of their respective countries. Even when not subject to call, many alien residents of Massachusetts at once returned to their former homes. This was true not only of those owing allegiance to the nations at war with the Central Powers but those who were subjects of the latter powers. While the number of the latter was not large, yet in the early days of the war, while there was as yet no undue danger of capture, many German and Austrian reservists were notified by the consular officers of those nations, directed to assemble in groups, and were sent home. Some instances are known of Massachusetts residents of immediate German ancestry or of German birth who proceeded to Germany and volunteered their services. Most of these did not at that time suspect that the United States would later be forced into the war. Others were balked of their intention to go home, and perhaps some of these persons participated in acts of sabotage and took other means to injure the cause of the Allies. Some plots of this nature were anticipated and prevented by the alertness of the State authorities acting in conjunction with the Committee on Public Safety and the Federal Government. If it was advisable to go into this subject in detail, some interesting and exciting incidents might be told. It is sufficient to state that both Federal and State agents were constantly on the watch and performed service of a very valuable nature. Prior to the entry of the United States in the war, persons of German extraction and sympathizers with Germany, who were found in considerable numbers, were active in supporting legitimate movements to aid wounded German soldiers and to assist civilian members of the population of those countries, as well as to create sympathy for their cause. No restriction was placed upon such activities as long as conducted in a legitimate manner, and a few public meetings were held, although the sympathies of the people were overwhelmingly given to the Entente Allies.

Some of the organizations which were active in various parts of the country, not excepting Massachusetts, prior to the severing of diplomatic relations were "The German-American Alliance," "The American Neutrality League," "American Independence Union," "American Truth Society," "American Peaceful Embargo Society," "Friends of Peace," "Friends of Truth," and many like societies.

The Commission has no record of those who left the state to serve in the ranks of the German or Austrian military forces, either before or after February, 1917.

It would have been gratifying to the members of the Commission to have had opportunity to name in this report the Massachusetts men and women whose noble work during the war received national recognition, and also those who in our local field earned the gratitude of their fellow citizens. To undertake such a task would be difficult indeed, the numbers of our citizens who deserve to find their names on such a list being so great. Among the names of such men would be that of Walter S. Gifford,¹ who had great authority and still greater influence. Space does not permit mention of the services of these men, nor of the contribution made by the Boston and other Chambers of Commerce both as organizations and through the services of individual members.

In these pages it has been the aim to list the military activities of the people of Massachusetts rather than to limit the narrative to official acts of the state or its members. Thus we have told of the activities of Federal agencies with headquarters or great activi-

¹ Walter Sherman Gifford, a Salem man, in 1916 was called to act as Supervising Director, Commission on Industrial Preparedness of Naval Consulting Board, and soon became Director of United States Council of National Defense and Advisory Commission, serving until the close of hostilities, and joining with that distinguished service labor as secretary of the United States Representation on Inter Allied Munitions Council at Paris, July-September, 1918.

ties in the state, because the personnel, often the directing spirits, were Massachusetts people. Under such heads come the Boston Ordnance District, First Naval District, Quartermaster Depot, and similar agencies.

The plan of the work it is thought will serve to make the volume a useful work of reference and enable those particularly interested in one or another activity to obtain data upon which to base more extensive research.

Massachusetts men, besides forming more than 60 per cent of the Yankee Division, were especially numerous in the Regular Army divisions, particularly those bearing the lower numerals, and very many were sent as replacements to the 27th, 28th, 42d, 77th, 78th, and other divisions, and were used in large numbers to bring the 77th and 82d up to strength before leaving the United States. Thus Massachusetts men participated very largely in all of the hardest fought battles of the war. Our men were found in every branch of the service, particularly in artillery and engineer regiments, in the air service and signal corps. Not only that, but the large proportion of men who were commissioned and assigned to units formed of men from other parts of the country must not be overlooked, for leadership is a matter of paramount importance. Skilled and talented officers were found in key positions in all branches of the service, who were proud of their Massachusetts origin. This was especially true in the medical service and in the other so-called non-combatant branches. The naval service had its full share of Massachusetts officers and men. It would be invidious to attempt to pick out a few of these, and the records are not as yet available to enable all to be enumerated. The same is true concerning the patriotic work done in other wartime activities.

The presence in the Commonwealth of so many technical schools, and industries employing men whose abilities were especially in demand in the technical branches of the service, accounts for the great number of Massachusetts men who were assigned to those branches and to duty both at home and in the Service of Supply overseas. The outstanding interest felt by Massachusetts people in the Citizens' Training Camps of 1915 and 1916 led, as Governor McCall stated in one of his messages, several thousand of our citizens to attend those camps, as well as to enroll in training companies in advance of our entry into the war, during the preparedness campaign. The attendance at the Plattsburg Camp was responsible for numerous commissions granted in the Officers Reserve Corps in 1916 and 1917. The greater number of the holders were early called into active service.

The Commission believes that it would require another volume as large as this to adequately describe the activities of the various civilian organizations, and an immense amount of research to gather and select the material which would be needed to compile such a work. The efficient handling of the influenza epidemic, and its control, was very largely due to the work done by the agencies of the state under the direction of men and women who approached the situation influenced by the training they already had in meeting other great wartime exigencies. The epidemic of late 1918 first appeared among the sailors of the North Atlantic Fleet. Cases soon appeared at Commonwealth Pier, whence the contagion spread through the employees of the Quartermaster Corps, and to the troops at Camp Devens. In the meantime it had appeared in Philadelphia and soon in all cantonments in the east. There had been an earlier appearance of the influenza in Boston, during the summer among the Quartermaster personnel, very probably also starting at Commonwealth Pier, which the men generally called the "three day fever," and which was mild in its character and soon got under control. The medical records for that period are of interest, not only in showing the extent of the epidemic and measures taken for its control, but as showing the ability of the people as a whole to meet a terrible visitation. The willingness and ability of our people to accept direction and accede to requests of every nature originating during the war,

because of the necessity of sacrifices of many sorts to aid in the prosecution of the war, was a wonderful example of the success of our system of government. All of this, too, is part of Massachusetts' participation in the war, but outside the scope of the work of the Commission.

In order that the reader may the better realize the conditions controlling the situations mentioned in the various topical articles, a brief mention has been made of the inception of the war and of its progress to the time of our participation. The narrative is based upon the statements and opinions of authors of histories already in print and reports by those acknowledged to have access to authentic records.

Many of the historical notices have been read and criticized by members of the organizations concerned and who participated in their activities. Some even have had the benefit of critical examination by those who themselves have prepared more extensive histories of those organizations.

The Commission was fortunate in securing from Captain Thomas G. Frothingham, one of the eminent authorities on the history of the World War, a most interesting chapter, to which the reader is referred.

Colonel Putnam has had the assistance of Mr. John E. Bowman and Miss Anna V. Martin, who with the help of Captain Herbert L. Kuhn were largely responsible for the compilation of the facts obtained for the "Gold Star Record." Acknowledgment is due also to the full-time employee, Miss Isabel V. Melican, and to part-time employees, Mr. Roland D. Hussey and Mr. Tom Thatcher, and also to Captain Sidney A. Cook, who under Colonel Putnam's direction aided in compiling several of the preliminary organization histories. Nor should the courteous assistance given by Major O'Brien and other officers in the Adjutant General's Office, Washington, by Mr. Drown of the Historical Section, by Capt. D. W. Knox, U. S. N. in charge of Naval Records and Library, and by the late Charles B. Hanford, assistant to Capt. Knox, Navy Department, be forgotten.

The contribution of Massachusetts to the prosecution of the war, proportionately to her population and resources, was second to no other state in the Union.

This volume, although numbered one, is the second in order of publication. This volume, "Massachusetts' Part in the World War," and its companion volume, "The Gold Star Record of Massachusetts," constitute the report of the Commission.

December 31, 1930.

JESSE F. STEVENS
FREDERIC W. COOK
EDWARD H. REDSTONE

PART I

MASSACHUSETTS

STATE OFFICERS, 1916-1918, INCLUSIVE

Governor	Samuel W. McCall
Lieutenant Governor	Calvin Coolidge
Secretary	Albert P. Langtry
Treasurer	Charles L. Burrill
Auditor	Alonzo B. Cook
Attorney General	Henry C. Attwill

President of Senate

Henry G. Wells

Speaker of House of Representatives

Channing H. Cox

The Adjutant General

Brig.-Gen. Charles H. Cole, June 6, 1914-Aug. 5, 1916

Brig.-Gen. Gardner W. Pearson, Aug. 5, 1916-July 25, 1917

Brig.-Gen. E. Leroy Sweetser, (acting) 1917

Brig.-Gen. Jesse F. Stevens, from July 25, 1917

SAMUEL WALKER McCALL

Governor, 1916-1918

Samuel W. McCall, War Governor of Massachusetts, son of Henry and Mary Ann (Elliott) McCall, was born at East Providence, Pa., Feb. 28, 1851. He was graduated from Dartmouth College in 1874, studied law, and in 1876 was admitted to practice at the Massachusetts Bar. For a short time he was Editor in Chief of the *Boston Daily Advertiser*. Entering the Massachusetts House of Representatives in 1888, he was a member of that body until his election to the National Congress in 1892. He represented the 8th Massachusetts District until 1913, and was a member of the Ways and Means Committee for 14 years. He became Governor of Massachusetts in 1916 and held the office for three terms, the two last of which covered the period of the World War.

Aside from political life Mr. McCall devoted much time to literary labor and was the author of important works in historical and biographical lines.

Mr. McCall married May 23, 1881, Ella Esther Thompson of Lyndonville, Vt. He died Nov. 4, 1923, at his home in Winchester.

CALVIN COOLIDGE

Lieutenant Governor, 1916-1919

At the entrance of the United States into the World War, Calvin Coolidge was Lieutenant Governor of Massachusetts, having been elected to that office in the fall of 1915, and taking office, January 5, 1916. He had previously served as President of the State Senate, 1914-15, having been a member of that body since 1912. His earliest service in the Legislature was as Representative from the First Hampshire District, 1907-08. Following this, prior to election to the Senate, he had been Mayor of Northampton, where he had lived since 1895, the year of his graduation from Amherst College. He entered upon the practice of law in 1897 and was elected a member of the City Council in 1899.

Mr. Coolidge was Governor of the Commonwealth in 1919, serving until he became Vice President of the United States in 1921, and on the death of President Harding he became President, Aug. 3, 1923. He was elected President in 1924, and served until March 4, 1929.

He was born July 4, 1872, at Plymouth, Vt., and married, Oct. 4, 1905, Grace A. Goodhue of Burlington, Vt.

Since leaving the White House, Mr. and Mrs. Coolidge have made their home in Northampton, Mass.

HENRY CABOT LODGE

United States Senator, 1887-1924

Any extended review of the life of Henry Cabot Lodge would involve that of the political life of the United States for fifty years. After graduation from Harvard College in 1870, Mr. Lodge devoted several years to literary work, his especial interest being in American history, in recognition of which, and of his statesmanship, he received many honorary degrees, including that of LL.D. granted by Harvard University.

He made his entrance into political life in the presidential campaign of 1880. Three years later he was chairman of the Republican State Committee of Massachusetts.

Elected to Congress from the 6th Massachusetts District in 1887, he was chosen

six years later to succeed Senator Dawes in the United States Senate and held that office until his death, Nov. 9, 1924.

During many years of his senatorial service, including all of those of the World War, Senator Lodge was Chairman of the Committee on Foreign Relations. In this position he conducted to a successful termination the fight to maintain the constitutional powers of the Senate regarding foreign treaties.

He was born in Boston, May 12, 1850, son of John Ellerton and Anna (Cabot) Lodge, and married, June 29, 1871, Anna Cabot Mills Davis.

JOHN WINGATE WEEKS

United States Senator, 1913-1919

At the entrance of the United States into the World War, John W. Weeks was serving as Senator from Massachusetts, having been elected in 1912. Previous to his election to the Senate he had served in the city government of Newton as Alderman, and as Mayor, 1903-04. From 1905-13 he represented the 12th Massachusetts District in Congress and was Senator from 1913-19. He was graduated from the United States Naval Academy in 1881, but shortly resigned from the Navy to go into business life and organized the firm of Hornblower and Weeks. Mr. Weeks became greatly interested, with the late John C. Soley, a retired naval officer, in 1889, in establishing a naval brigade as part of the volunteer militia of the Commonwealth, and upon its organization became an officer in that force, and commanded a division of the Massachusetts Naval Brigade, as captain, 1890-99. During the Spanish War he was commander of the 2d Division Auxiliary Naval Force on the Atlantic Coast, 1898-99. He was a member of the Military Advisory Board of Examiners, 1894-1909. He held the rank of Rear Admiral, M.V.M., retired.

His training in naval and military affairs rendered the work of Senator Weeks in the Senate peculiarly valuable. He stood firmly for preparedness and the energetic conduct of war measures.

Senator Weeks became Secretary of War and held that position through President Harding's administration and also under President Coolidge until failing health compelled his resignation.

John W. Weeks was connected in an administrative capacity with many of the most important financial organizations in the United States.

He was born April 11, 1860, at Lancaster, N. H., son of William D. and Mary Helen (Fowler) Weeks; married, Oct. 7, 1885, Martha A. Sinclair, and died July 12, 1926, at Lancaster, N. H. A son, Col. Sinclair Weeks, now (1930) Mayor of Newton, served in the American forces in France.

A memorial bridge over the Charles River, named in his honor, was dedicated in 1928.

HENRY GORDON WELLS

President of the Senate 1916-1918

Henry G. Wells was born Oct. 12, 1879, at Bridgeport, Conn., son of George Henry and Hannah A. (Taylor) Wells. He graduated A.B. from Wesleyan University, 1902, and from Harvard Law School in 1905. He lived in Haverhill, Mass., where he served in the municipal government. He was a member of the Massachusetts House of Representatives, 1910-12; of the Massachusetts Senate, 1913-18; and was President of the Senate 1916-18. He married April 18, 1906, Edith Weeks Burke, of Middletown, Conn.

CHANNING HARRIS COX

Speaker of the House of Representatives, 1915-1918

Governor, 1923-1925

Channing Harris Cox was born at Manchester, N. H., Feb. 28, 1879, son of Charles Edson and Evelyn Randolph Cox. He was graduated from Dartmouth College, 1901, and from Harvard Law School in 1904. In the latter year he entered upon the practice of law in Boston. He received the degree of LL.D from Dartmouth and Tufts Colleges, 1923.

The service of Mr. Cox to the State of Massachusetts began as member of the House of Representatives in 1910. Through the sessions 1915-18, covering the period of the participation of the United States in the World War, he was Speaker of the House of Representatives and exercised an important influence in the conduct of legislative measures. He was then elected Lieutenant Governor and occupied that position until the office became vacant through the election of Governor Coolidge to the Vice Presidency of the United States, when he became acting Governor. In 1922 he was elected Governor and served in that office for the two-year term closing January, 1925.

Mr. Cox married Feb. 18, 1915, Mary Emery Young of Brookline.

JAMES JACKSON STORROW

The unselfish patriotic service of James Jackson Storrow as head of the Massachusetts Committee on Public Safety, as well as in many other of the most important activities of the war year 1917-18, brought him recognition as a great leader in war work. Shortly before his death he went to North Carolina to seek recovery of health, but his illness becoming acute he started for home and reached New York, where he died March 13, 1926.

The Massachusetts Committee on Public Safety was appointed by Governor McCall Feb. 9, 1917, with Mr. Storrow as Chairman. At its dissolution Nov. 18, 1918, Governor McCall said: "The history of the part that Massachusetts has played in the great war would be imperfectly written if it did not contain very much about the work of this Committee."

In addition to his duties as chairman of this committee Mr. Storrow held the office of Assistant Food Administrator and a position of authority in all the work of the Liberty Loan Drives. He was also Fuel Administrator for the New England States during the war. During the fuel stringency, when immediate action was necessary to relieve a critical situation throughout New England, he pledged his personal credit for shipments of coal and subsequently shipped and distributed at his personal risk more than one million tons of coal, involving an expense exceeding ten millions of dollars.

Mr. Storrow became a member of the banking firm of Lee, Higginson and Company in 1900. He was a director in many large industrial corporations, and associated with many other financial and business organizations.

He was one of the Board of Overseers of Harvard University and a trustee and treasurer of Harvard Union. For some time he was president of the Boston Merchants' Association. In 1918 he was appointed tax expert to advise the Mayor of Boston on expenditures in connection with the extra levy of that year. He was a member of the American Academy of Political Science.

Mr. Storrow was a very active and useful member of the Boston School Board in connection with which he initiated and carried through much constructive work. In

1909 he was a candidate for the Mayoralty. In subsequent years he served in the Common Council of the City of Boston.

Resolutions adopted by the Boston City Club, of which he was founder and for some years president, state:

"Director of vast financial and industrial enterprises — zealous in the public weal, a bulwark in times of stress, his wise leadership inspired universal confidence and insured success." His distinguished qualities "combined to make him a citizen unique in the annals of Boston."

Mr. Storrow was born Jan. 21, 1864, in Boston, son of James J. and Annie M. (Perry) Storrow. He was graduated from Harvard with degree of A.B., 1886, and with that of LL.B., 1888. He had a residence in Lincoln, Mass., as well as in Boston.

He married Helen M. Osborn and was survived by her and by a son, James J. Storrow, Jr.

HENRY BRADFORD ENDICOTT

Henry B. Endicott was born at Dedham, Sept. 11, 1853.

At an early age he learned the details of the leather trade and went into business for himself at the age of twenty-two years. Beginning in a very small way, he built up in his lifetime the Endicott-Johnson Corporation, with a capital of \$36,000,000.

On the dismissal of the German Ambassador in February, 1917, Governor McCall organized the State Committee on Public Safety. Almost immediately Mr. Endicott was appointed chairman of the Executive Committee and from that time till the close of the war devoted his whole time to the duties of that position and other obligations he had voluntarily assumed. In carrying on war work as the chairman of the executive committee he was compelled to devote much of his time to the control of the fuel situation in New England. The practical direction of the general work of the Committee on Public Safety was carried on by Mr. Endicott. In this position he did notable work in the conduct of the Board of Food Administration; in organizing and directing the work of the Halifax Relief Bureau; as Chairman of the Emergency Health Committee during the Influenza Epidemic in 1918; and in the supervision of the multitude of lines of work coming under the direction of the Committee on Public Safety.

Very largely as a result of the intense strain of war work Mr. Endicott's health failed and death came suddenly on Feb. 12, 1920.

A bronze tablet was placed in the State House in his memory.

THE EUROPEAN WAR, 1914 TO THE ENTRY OF THE UNITED STATES, APRIL, 1917

Responsibility for the outbreak of hostilities in 1914 which brought about the World War can in a great measure be fixed by earlier occurrences in the Balkans. The further the investigation is followed the deeper one gets in the net of European intrigue, to which all the great powers of Europe were more or less committed.

Racial and national ambitions and animosities had so predominant a part in all questions arising from the jealousies of the Balkan states that the European powers were forced to keep in touch with every movement in those quarrelsome nations. The germ of a general European conflict was known to exist in the Balkan situation; its development dreaded by Great Britain, but prepared for by Germany, Austria, Russia, and France, each of which powers hoped for results which might prove to their own ultimate advantage. Serbia had the good will and political backing of Russia, as Austria had that of Germany. There had gradually developed a Pan-Slavic movement which threatened Austrian-Hungarian supremacy in southeastern Europe and even the very existence of that empire. This was well recognized in the days before the war. The assassination of the Archduke Franz Ferdinand, heir to the Austrian throne, and his consort at Serajevo, Bosnia, June 28, 1914, afforded Austria the needed pretext to put into effect her policy, from necessity hitherto held in abeyance, the destruction of the Serbian power.

Germany's ambition to exert a controlling influence in world affairs, and more especially to dominate middle Europe and the near East, necessitated her support of Austria-Hungary in every attempt of that power to increase its prestige in southeastern Europe. Although Germany warned Austria not to make her ultimatum so drastic as to create outside sympathy for Serbia, she advised immediate and determined action, taking full advantage of the horror caused by the double murder of the Archduke and his wife. It is quite understandable, even while agreeing to support her ally if a general war should result, that the German government as well as Austria may have hoped to localize the struggle. In those days as now it would not be expected that any great power would desire to enter upon a war involving a prolonged exhausting contest between equals. Should Serbia receive the support of Russia, assuring a Russo-Austrian conflict, Germany was bound to aid her ally, and France in such a case to support Russia. Neither Great Britain nor Italy, the one power allied with France and the other with Germany, were by the terms of their treaties obligated to take up arms under the conditions which then would have existed. It was not until Germany actually violated the neutrality of Belgium that Great Britain's unequivocal support was extended to France. British statesmen during July, 1914, had made earnest and honest endeavors to hold the eastern European powers from committing overt acts of war. In the meantime, however, naval preparations were taken by both Germany and England, proper under the circumstances of an expected outbreak of hostilities among European nations. The German army and navy even in peace times were in a state of preparedness, as in any event within a few years Germany expected war with France and Russia, and anticipated that her policy of trade and colonial expansion would also bring her into conflict with Great Britain if not with the United States. Except in the naval sphere, Great Britain was almost wholly unprepared for war, nor upon entrance in the war had her people or their government any idea of the magnitude of the struggle to which they were committed.

France, also, was unprepared for aggressive warfare. Her military preparations

were for defense. The disposition of her armies, her war plans made against a possible German attack, all indicate that aggressive warfare was not contemplated.

The ultimatum presented to Serbia by Austria, July 23, may not have been seen in final form by the German government until July 20, and there is evidence that its many and much too severe demands were deplored; but it was then too late to withhold acquiescence. It was Austria's intention to force the issue with Serbia and to take full advantage of the opportunity which was sure to come, whether through Serbia's acceptance of disgraceful conditions or by a full or partial rejection. The last course proved to be that taken by the Serbian government, and on July 25, the forty-eight hours granted in Austria's ultimatum having expired, Austria severed diplomatic relations with Serbia. On July 28 she declared war and Austrian artillery bombarded Belgrade. The World War had begun.

The early days of the war witnessed rapid troop movements and surprising results. The strategy of the Germans called for the violation of the neutrality of Belgium as well as that of Luxemburg. This plan, known as the Schlieffen plan, involving the sacrifice of Germany's honor, for she as well as the other powers had guaranteed the neutrality of Belgium, was not brought about by an unexpected development, but for many years had been adopted as the best plan of campaign in case of war with France. Belgian territory provided the most practical road to Paris, avoiding the fortresses maintained by France on her eastern frontier; and the successful prosecution of such a campaign promised a quick and decisive victory for the invader.

Germany's plan was to march overwhelming forces through Belgium, defeat the French armies, occupy Paris, impose terms upon France which would secure Germany's western frontier, and thus having affected a decision in the west to overcome slower moving Russia.

Germany declared war against Russia Aug. 1, and against France Aug. 3. Austria-Hungary declared war on Russia Aug. 5. Germany demanded permission from Belgium to cross that country to strike France, on the pretext that France was about to violate Belgian territory. Anticipating the refusal of this permission German troops had crossed the Luxemburg frontier, Aug. 2, and German forces were advanced beyond the frontier of Belgium on the morning of Aug. 4. Liège, a strongly fortified position designed to control the crossings of the Meuse, is but a few miles from the frontier. The Germans unsuccessfully assaulted the Belgian positions about that city on the 5th, were successful the following day, and on the 7th occupied the city, but did not reduce the last of the several forts until Aug. 15. In the meantime, German cavalry advanced into Belgium Aug. 10, covering the concentration of two German armies in the vicinity of Liège. On Aug. 20 Brussels was occupied. The Belgian field forces retired upon Antwerp and the fortified position of Namur was invested by the Germans on the 19th and following days. Upon the fall of Namur, Aug. 23, the road to France was open, except for such resistance as might be made by forces hastily thrown into Belgium by Great Britain and France.

The violation of Belgian territory and unprovoked war upon France led to the declaration of war by Great Britain Aug. 4, and an expeditionary force was hurried to Belgium to coöperate with French troops which had been sent to the help of that nation.

Italy declared her neutrality (Aug. 4), breaking away from her alliance with Germany and Austria.

Briefly summarized, a narrative of the progress of the war on the western front during 1914, following the events already described, would include a relation of brutalities of the Germans in Belgium, a policy also followed by the Austrians in Serbia; the timely

changes in tactics made by the French because of the premature revelation during the reduction of the forts about Liège and Namur of the existence of German and Austrian siege guns of unexpected power; the orderly withdrawal of the allied forces after the defeat of the French at Charleroi (Aug. 21-22) and the British at Mons (Aug. 23) and the engagements between French and Germans in the Ardennes (Aug. 22 and 23); unsuccessful efforts of the French in Alsace and Lorraine (Aug. 7-26); the unsuccessful attempt of the Germans to force the French positions at Verdun and Nancy (Aug. 25-Sept. 12); the great victory of the Allies at the First Battle of the Marne (Sept. 6-10); the German retreat to a prepared position behind the Aisne and Vesle rivers, reaching from the Meuse north of Verdun to Compiègne; the capture of Antwerp (Oct. 9); the extension over a period of six weeks of the field of battle to the English Channel at the mouth of the Yser, and the stabilization of the battle line from Switzerland to the English Channel, a distance of 468 miles.

In the east all contestants suffered varying fortune. Russian armies invaded East Prussia Aug. 17, but were defeated by the Germans under von Hindenburg at the battle of Tannenberg (Aug. 26-29), where one army was practically annihilated, and another suffered a severe defeat at the Masurian Lakes (Sept. 8-10). The Austrians were defeated (Aug. 16-20) in Serbia in the battle of the Jadar, and after a second advance into Serbia were again badly defeated, Dec. 3, at Mt. Roudnik and driven out of Serbia. The Russians captured Lemberg in Galicia Sept. 3 and advanced with varied fortune to the Carpathians, which in December were crossed in some places.

The inability of the Germans to capture Ypres (the battle of Flanders, Oct. 15-Nov. 17) emphasized the failure of their initial war plan. This plan had suffered from the delay caused by Belgian resistance, the withdrawal of forces from the French front to strengthen the armies opposing the Russian advance, and especially fatal modification of the plan during the advance into France.

Nevertheless the initiative was left with Germany, although temporarily unable to exercise it, and the most important section of industrial northern France as well as Belgium was in her occupation.

The British demonstrated their control of the sea, notwithstanding an initial crushing defeat of a British squadron off the coast of Chile (Battle of Coronel, Nov. 1) and bombardment by German cruisers of exposed British North Sea ports. With the destruction of the daring cruiser *Emden* (Nov. 9) the sea was freed of the last of the German commerce destroyers, and at the battle of Falkland Islands (Dec. 8) the German Pacific Fleet was annihilated.

Japan entered the war Aug. 23, and seized the German possessions in China, occupying Kiauchau Nov. 7.

Germany suffered the loss of colonies, although the conquest of her African possessions was only partially affected this year.

Turkey, although having made an alliance with Germany Aug. 4, did not enter the war on the side of the Central Powers until Oct. 29. The closing of the Dardanelles was a severe blow to Russia, ultimately leading to her defeat as it became necessary to depend upon the inadequate ports of Vladivostock and Archangel for war materials. Fighting occurred in the Caucasus between the Turks and Russians in December, and in Mesopotamia between the Turks and British, with unfavorable results to the Turks.

The Entente Powers were optimistic regarding the outcome of the war, and failed to adequately prepare for the struggle, a mistake not made by Germany, where the enthusiasm of the people for the war was intense.

1915

The year 1915 was one of victories for the Central Powers. The Entente Allies were held on the western front by a minimum of effort, and Russia obliged to sustain the brunt of the war. Germany and Austria eventually drove back the Russians, who during the early part of the year had met encouraging successes and in April had occupied the passes of the Carpathians, to a line extending from Riga along the Dwina River to Dvinsk and south to Roumania. The Turks successfully resisted the British attempt to force the Dardanelles, and the latter suffered heavily at Gallipoli. A British force, advancing through Mesopotamia toward Bagdad, met with disaster. Bulgaria entered the war Oct. 14, and in conjunction with Austro-German troops overran Serbia. Saloniki was occupied the first few days of October by French and British forces detached from Gallipoli. Italy joined the Entente May 23, 1915, but her efforts proved fruitless. The Allied offensive in the spring and autumn on the west front proved unequal to the tasks set. It was at the second battle of Ypres that the Germans first made use of gas (April 22), in part against Canadian forces (with whom many Americans were serving), who displayed great bravery under the unexpected conditions.

The submarine campaign by the Germans caused considerable damage to neutrals. The sinking of the *Lusitania* (May 7) and subsequent torpedoing of the *Arabic* (Aug. 19) brought such strong protests from the United States that the German Imperial Government ordered what the German Admiral Tirpitz described as "practically" complete "cessation of all employment of submarines."

The end of the year found the Central Powers and their allies in control of territory extending from the Tigris to the North Sea, pressing upon a demoralized Russia to the northeast, and able to initiate offensives in the west.

1916

The year 1916 witnessed the attempt of Germany to win Verdun by a surprise offensive, backed with enormous artillery preparation. The gallant defense of the French from Feb. 21 until late summer resulted in the virtual abandonment of the objective by the Germans in August. Enormous losses were sustained by both armies. However, the struggle about Verdun continued throughout the year, ending with French recovery of most of the positions lost earlier. During the German assaults on Verdun, the British began the offensive known as the Battle of the Somme (July 1), in which the French participated. Although maintained with persistence and with minor successes until November, this attempt to break through the German lines failed.

In the east, Russia met with success in the Caucasus but was unable to successfully coöperate with the British in Mesopotamia. A surprise offensive against the Austrians met with success. This relieved the pressure which Austria was exerting against Italy and which promised results disastrous to Italy. Italian troops captured Gorizia (Aug. 9). Early in the year Gallipoli was abandoned by the British (Jan. 8) and in Mesopotamia the Turks also met with success.

The Russian successes, the check given to the German offensives, the progress of the Somme offensive, and the situation on the Italian front gave great encouragement to the Allies. Roumania entered the war on the side of the Allies (Aug. 27), but by the end of the year that country was completely occupied by the Central Powers, and by that time also the Russian armies were on the defensive, having failed to reach their objectives.

The manifest hostility of the king of Greece to the Allies had prevented the forward movement planned from the Saloniki base which might have utilized the assistance of

Roumania. Greece sustained a revolution in October, and Nov. 23 the Provisional Government declared war against Bulgaria and Germany.

This year witnessed the development of air forces of all combatants to a degree which brought about many new conditions. German Zeppelins raided London, and air raids against English towns became frequent. Allied airplanes were also able to cross the German frontiers. The sinking without warning of the unarmed channel passenger boat *Sussex* carrying American passengers, March 24, brought an ultimatum from the United States, which forced the German Imperial Government to order submarine warfare "to be carried on in accordance with prize law." The battle of Jutland, May 31, was the only great battle between fleets which took place during the war. The German High Seas Fleet returned to its base, after inflicting great damage to the British fleet. The failure of the superior British fleet to win substantial victory gave additional prestige to the faction in Germany which favored unrestricted submarine warfare.

Germany, now confident that it was possible to force a decision in her favor, issued a "Peace Note," Dec. 12. Responses to President Wilson's abortive overtures (Dec. 20) for a peace conference were made by Germany Dec. 26, and by the Allies Dec. 30.

The Entente Allies, in November, 1916, agreed upon a plan for concerted action calling for a series of offensives on all fronts. These offensives were to be timed to assist each other by depriving the enemy of the power of weakening any one of his fronts in order to reinforce another.

1917

The opening of the year 1917 was marked by the determination of Germany to attempt to win the war by unrestricted use of submarines, beginning Feb. 1. On Feb. 3 the President of the United States announced to Congress that diplomatic relations with Germany were severed, and on April 6 war was declared by the United States with the German Empire.

Hopes placed upon the ability of the Russians to renew their offensive in 1917 were frustrated by the outcome of the Russian Revolution. The Czar abdicated March 15. The Allies had hoped that a Russian offensive, in conjunction with Italy's pressure on the Austrian front, would enable the British and French to succeed on the western front, where previous attempts on their part had failed.

The result of the Somme battles of the preceding autumn left the Germans in many parts of their line in weak position. Hence, a secret withdrawal was begun in February to what was known as the Hindenburg Line. This movement was discovered by the Allies on March 12, and thenceforth until the retreat was successfully accomplished a week later there occurred constant engagements between the opposing armies. In the meantime the British-Indian forces operating in Mesopotamia had reached and captured Bagdad (March 11).

On April 9 the Canadian forces successfully stormed Vimy Ridge, and during the month British and French attacked simultaneously on the Arras and Champagne fronts but these efforts had no definite results.

After the United States declared war on the German Empire, other nations hitherto neutral, including most of the American republics, either severed diplomatic relations or declared war on Germany.

The first effort of the entry of the United States in the war was to meet the submarine menace which unless overcome meant that by October Great Britain would have succumbed. This menace was successfully met.

THE CRITICAL SITUATION IN THE WORLD WAR AND ITS DEMANDS UPON THE UNITED STATES

Thomas G. Frothingham, Captain U.S.R.

THE SITUATION AT THE TIME OF THE ENTRANCE OF THE UNITED STATES

The attempt of the German Imperial Government to win the World War in 1917 by the unrestricted use of submarines must not be considered as a last desperate resort, but as a carefully calculated effort to gain victory by means which the German leaders thought infallible. The then existing German Imperial Government had been assured by the German Naval Staff that victory was a mathematical certainty. The German Army Command had assented to a military defensive, to hold what the Central Powers had already won in the World War, and had agreed that this U-boat campaign should be the offensive for 1917. The leaders of the German Imperial Government had thus decided that they could win by these means — and the result of their decision was upon their own heads.

It is a matter of record, and it should be stated to the credit of Bethmann-Hollweg, the German Chancellor, that he opposed this measure. Hindenburg has stated: "On Jan. 9, 1917, our All-Highest War Lord decided in favor of the proposals of the naval and general staffs, and against the Imperial Chancellor." The responsibility is thus fixed — and it was another case of control by the militaristic régime which was the ruling element in the German Imperial Government during the World War. Again, as in 1914, a supposedly infallible plan of war was adopted, in spite of all other considerations.

It was an adverse stroke of fate for the German Imperial Government that this provocative campaign of unrestricted U-boat warfare, which had been originally conceived in an unfavorable military situation, was eventually to be put into operation in a most favorable situation, when there were other means of victory actually in the grasp of Central Powers. As a matter of fact, the last months of 1916 had seen the end of the fighting strength of Russia, although the German leaders had not realized it.¹ This powerful enemy was already on the verge of collapse and revolution, at the very time when the Central Powers began their ruthless U-boat campaign of 1917, which was destined to bring into the World War a still stronger enemy to take the place of Russia and turn German victory into defeat.² The fateful die was cast for the then existing German Imperial Government when it was decreed that unrestricted U-boat warfare was to begin on Feb. 1, 1917.

THE ISSUE AS AGAINST THE GERMAN IMPERIAL GOVERNMENT; NOT AGAINST THE GERMAN PEOPLE

Yet this successful use of the U-boats,³ in defiance of the laws of humanity, at once also became a boomerang for the German Imperial Government. It recoiled upon Germany

¹ "No intelligence had come through to us which revealed any striking indications of the disintegration of the Russian Army." — HINDENBURG, "Out of My Life."

² "Had we been able in Germany to foresee the Russian Revolution, we should perhaps not have needed to regard the submarine campaign of 1917 as a last resort. But in January, 1917, there was no visible sign of the Russian Revolution." — HOFFMAN, "The War of Lost Opportunities."

³ "The immediate effect of the new campaign was to double the rate of losses which had been incurred during 1916, and these losses rose rapidly to a climax in March and April." — Report of British War Cabinet, 1917.

by aligning against her the one power on earth that would mean defeat for the Central Powers. When it was found that the German Imperial Government intended to persist in its unlawful undertaking, the United States broke off relations with that Government, and war with the German Empire became inevitable.

The cynical conduct of the German Imperial Government was a direct challenge; and there was no course other than to hand the German Ambassador his passports — to have no more dealings with a Government that had broken its pledges when it felt strong enough to do so. On Feb. 3, 1917, the President of the United States addressed both houses of Congress, and announced that diplomacy had failed, and that relations with Germany had been severed. In this address President Wilson drew the sharp distinction between the German people and the autocratic German Imperial Government — a distinction which was destined to influence the whole remaining course of the war: "We are sincere friends of the German people and earnestly desire to remain at peace with the Government which speaks for them. God grant we may not be challenged by acts of willful injustice on the part of the Government of Germany."

These acts of injustice were not long delayed. The German Ambassador, after receiving his papers, had asked his Government to suspend action until he had made a plea for peace to the Emperor. But the Imperial Government refused to change its policy, and carried forward its campaign of unrestricted U-boat warfare.

On March 1, the United States Government had published the intercepted Zimmermann letter, written to the German Minister in Mexico. It was dated at Berlin Jan. 19, 1917, and was a proposal for an alliance with Mexico, "that we shall make war together and together make peace. We shall give general financial support and it is understood that Mexico is to reconquer the lost territory in New Mexico, Texas, and Arizona." Added to this was a proposal to enlist the adherence of Japan against the United States.

Aside from all other matters, this outrageous letter was in itself a cause of war. It is hard to see how anything could have been written that would show more unmistakably the utter hostility of the German Imperial Government toward the United States. Another point of view, as to this letter, should be emphasized. Even after the short decade which has elapsed, it is difficult to realize that such an abnormal structure as the German Imperial Government of 1917 could have existed. It was against this German Imperial Government that the United States went to war — not against the German people. And here in this Zimmermann letter, the German Imperial Government of 1917 had written a description of itself which could not be more damning if the whole lexicon had been exhausted.

In all sections of our country there was no longer any possibility of doubt as to the character of the German rulers and their hostile intentions in regard to the United States. Additional provocation soon followed from the ruthless conduct of the U-boat campaign, and on April 6 Congress passed the resolution of war with the German Empire.

And here it should be emphasized that the position of the United States, at the times of the two former crises in our relations with the German Imperial Government, can no longer be misunderstood and must no longer be misstated. In the *Lusitania* case, the impression that there was a long-drawn ineffective correspondence was far from being the truth. The fact was, the protests of the United States had actually dominated the German Imperial Government to the extent of forcing the abandonment of the German U-boat campaign as originally planned. Since the World War, the open recriminations of the German leaders, following their first bitter disappointment at defeat, have drawn aside the veil from events which were going on behind the scenes to a degree that is perhaps unique in history — and these records can never be expunged. As to the *Lusitania*

case, the chagrined Tirpitz called the resultant enforced order of the German Imperial Government in 1915 a "practically complete cessation of all employment of submarines."

In the case of the *Sussex*, in 1916, at the first equivocating reply of the German Imperial Government to our protest, the American Government promptly sent a sharp ultimatum, called by Tirpitz "the well-known American bullying Note," which stated: "Unless the Imperial Government should now immediately declare and effect abandonment of this present method of submarine warfare against passenger and freight carrying vessels, the United States can have no choice but to sever diplomatic relations with the German Empire altogether." (April 18, 1916.) When actually brought face to face with this ultimatum from the United States, the German Imperial Government at once capitulated,¹ "and sent orders to the Naval Staff to the effect that submarine warfare was henceforth to be carried on in accordance with the Prize Law."²

These facts are beyond dispute. And any insinuations that the United States did not assert its rights and any reproaches as to our "late entrance" can now be dismissed absolutely. In both cases, in 1915 and in 1916, the United States had stood out for its principles and had forced the German Imperial Government to abandon its illegal warfare. It was the act of the German Imperial Government, in violating its pledges in 1917, that brought about our declaration of war — and thus set the time of our entrance.

THE MORAL EFFECT OF THE ENTRANCE OF THE UNITED STATES

There can be no question of the fact that the United States was thus driven into the war by the hostile acts of the German Imperial Government. The German rulers have set forth their own record too plainly to leave any doubt in the matter. These hostile acts were not only the inexcusable attacks upon the seas, but also the proved German attempts to incite Mexico and Japan to war with the United States, to disrupt the country, and take away its territory. If ever a nation was justified in entering a war, the United States was justified and in the right — and we should believe that this right prevailed.

Our nation was made strong by the self-evident fact that there was no trace of selfish aims in our participation in the World War. In all other respects our position was above question. The conditions which had brought on the war were not in any way created by us. We had not committed any hostile act. On the contrary, in our relations with the German Imperial Government, we had exhausted all the resources of peaceful diplomacy. Our President had stated our objects so plainly that they could not be mistaken, and, in spite of all accusations, even our enemies were forced to believe that the United States fought for a principle and not for gain. A striking testimony of this was rendered by Ludendorff himself, all unconsciously in a tirade: "For American soldiers the war became as it were a crusade against us."

So evident was our attitude, that the United States became a moral force in the World War, and this influence had a disturbing effect upon the nations allied with Germany. Especially in Austria-Hungary, it was noticeable that the entrance of the United States against the Central Powers exerted a widespread effect in arousing enmity against the German Imperial Government, which was arbitrarily dictating the policies of the Central Powers. Even in Germany, where every attempt was made to brand the United States with hypocrisy and self-seeking, the German people could not help seeing that our nation was fighting for a cause, and that our nation believed this cause to be just.

¹ "Yielding to Wilson . . . the *Sussex* note was a decisive turning point of the war, the beginning of our capitulation." — ADMIRAL TIRPITZ, "My Memoirs."

² Admiral Scheer, "Germany's High Sea Fleet."

The most wise distinction made by our President between the German people and the German Imperial Government became an issue in the very heart of Germany, and it became the cause of a rift in the hitherto united nation. It was no mere coincidence that the German Emperor, in the very month of our declaration of war, made tentative proposals of popular legislative government for the Germans. This simply meant that the German leaders had read the signs of the times. The attitude of the United States toward the German Imperial Government had given the vague dissatisfaction of the German people a tangible basis, and, in spite of all attempts to divert attention, the beginning of a cleavage was there. As Ludendorff bitterly expressed it, "By working on our democratic sentiments the enemy propaganda succeeded in bringing our Government into discredit in Germany." In fact, from the time of the entrance of the United States the German Imperial Government was being scrutinized and held accountable by the German people.

This was the strong moral force exerted upon the war by the United States, apart from all our physical force, and this was a disturbing and disintegrating influence that was always working within the Central Powers throughout the rest of the World War. It is true that this moral force would not have prevailed if it had not been backed up by physical force. If the German Imperial Government had won its war, the German people would have stood by it. But if the German Imperial Government did not win, the German people would condemn it and repudiate it. Consequently, this moral force arrayed against the German Imperial Government must be counted as a very real and potent factor, in conjunction with the unexpected fighting strength of the United States, for bringing about the disintegration and destruction of the carefully built German Imperial structure.

THE ERROR OF THE GERMAN IMPERIAL GOVERNMENT AS TO THE UNITED STATES

It cannot be stated too strongly that the physical military force exerted by the United States upon the World War was an utter surprise to the German leaders — a thing outside all their calculations. These calculations of the German leaders had been founded entirely upon their own German formulas. Their methods of creating armies involved years of training, and from their point of view it was impossible that our nation could organize an army in time to have any effect upon the World War.

The German leaders had appreciated our great resources in material and wealth, and they had been reluctant to involve the United States in the war. Twice, in 1915 and in 1916, the German Imperial Government had yielded to the United States to prevent these resources from being at the command of the Entente Allies. But in 1917, when the German calculations seemed to assure victory in spite of these resources, the German Imperial Government made the fatal error of thinking it impossible for the United States to be a military factor in the World War.¹ The secret Memorandum of the German Naval Chief-of-Staff² positively asserted that "just as little effect can be ascribed to any extent to American troops, which, in the first place, cannot be brought over, through lack of tonnage."

The main reason for this error on the part of the German Imperial Government was

¹ "We had a new enemy economically the most powerful in the world. . . . It was the United States of America, and her advent was perilously near. Would she appear in time to snatch the victor's laurels from our brows? That, and that only, was the decisive question! I believed I could answer it in the negative." — HINDENBURG, "Out of My Life."

² To B 35840 I, Berlin, Dec. 22, 1916 ("strictly secret," given in full, Appendix A, "The Naval History of the World War, The United States in the War, 1917-1918.")

the fact that the great lessons of the American Civil War had never been suspected, much less learned, by the formal school of the German General Staff. After the defeat in the World War, Freytag-Loringhoven, the leading exponent of the Prussian military régime, ruefully admitted: "The American Civil War might have furnished us many a hint which was left disregarded." The excellence of the American armies of both the North and the South, which had been so quickly produced in the white heat of that extraordinary war, had never been understood in Europe. Consequently, the German leaders were unable to realize that an intelligent people, absolutely united in a just cause, would be capable of a great uprising for warfare.¹

THE OBJECT OF THE UNITED STATES IN THE WORLD WAR

In any history of America's part in the World War, it is necessary to state, beyond any misunderstanding, that the aim and object of that effort must be a strong military reinforcement for the Entente Allies on the Western Front. If the United States had not provided this strong reinforcement, all our effort would have ended in failure and all our resources would have been wasted. Yet, at the time we entered the war, no one on earth had any adequate conception of the vast scale of the demands that were destined to be enforced upon the United States at the crisis of 1918.

The Entente Allies themselves had no premonition of what was to come, although their leaders were greatly disheartened and at once informed the Government of the United States that the situation was very bad for the Entente Allies. Soon after our entrance, a British and French special commission arrived in this country for an international war conference. The British Commission was headed by Mr. Balfour, the French Commission by M. Viviani and Marshal Joffre. Their message to our Administration described the serious dangers for the Entente Allies, and they reflected the reaction of the leaders of the Allies, from an ill-founded optimism at the first of the year 1917, to their gloomy realization of the actual facts of the case. The menace of the U-boat campaign had upset their whole strategy on the seas. Not only were they much depressed by the unexpected losses inflicted by the German submarines and the desperate situation² which had been reported to the Navy Department by Admiral Sims, but both the British and the French military offensives on the Western Front, from which so much had been hoped, already bore the stamp of failure. And, even though they lacked a full comprehension of the actual loss of Russia from the ranks of the Entente Allies, it had become evident that the expected "series of offensives"³ had broken down. Instead of there being any chance for the Entente Allies to "inflict a decisive defeat"⁴ in 1917, which at the beginning of the year they had been confident of accomplishing, their leaders were obliged to admit that the Entente Allies themselves faced defeat.

THE VALUE OF AMERICAN NAVAL AID AGAINST THE U-BOATS

It was obvious that a first pressing need was naval assistance to the Entente Allies in the struggle to overcome the menace of the U-Boat campaign. This call for naval

¹ "I will tell you about America. She came into the war at a time when the need for her coming was most urgent. Her coming was like an avalanche. The world has never seen anything like it. Her great army of all ranks gave service that no man would, in 1917, have believed possible." — LLOYD GEORGE.

² "Things were dark when I took that trip to America," Mr. Balfour said to me afterwards. "The submarines were constantly on my mind. I could think of nothing but the number of ships which were sinking. At that time it certainly looked as if we were going to lose the war." — ADMIRAL SIMS, "The Victory at Sea."

³ "Sir Douglas Haig's Despatches."

⁴ Lloyd George.

forces at once changed our conception of our immediate naval aims to the task of building up the greatest possible anti-submarine forces, consisting of destroyers and other anti-submarine craft abroad. And Admiral Jellicoe has made it a matter of record that the presence of thirty-four American destroyers in British waters in July, 1917,¹ was the deciding factor to clinch the matter of the convoy system, which then hung in the balance. The importance of this American naval assistance will be evident when we realize that it was the change to the convoy system which turned the scale against the U-boat campaign.

This continued coöperation of the United States Navy in the fight against the submarines must be kept in mind as a help rendered to the Entente Allies, but it was not even a beginning of the great tasks of the United States in the World War. Threatening as was the menace of the U-boat campaign, it was not the crisis of the World War. That crisis came later. The defeat of the U-boat campaign did not release the Entente Allies from danger. On the contrary, while one danger was passing, a new and infinitely greater menace was arising, as the year 1917 ran its fateful course.

THE NECESSITY FOR AMERICAN MILITARY REINFORCEMENT²

The inexorable forces of the World War, which had burst all bounds of former wars, were then molding a situation that would make a call upon the United States so urgent that all else would be cast into the shade. The actual crisis of the war was destined to come when the collapse of Russia allowed the Central Powers to concentrate all their forces on the Western Front and to establish a military superiority that would have won the World War, if it had not been for the military reinforcement provided by the United States.

It is this situation which we must appreciate in order to understand the ensuing course of the war. It was not apparent at the time. Yet, behind the war clouds that obscured all Europe, events were moving as inevitably as a Greek tragedy to that climax when the United States must be present on the European field of battle — or else German militarism would win the war. Consequently, to provide that necessary military reinforcement in Europe must be the main object of the United States in the World War.

But what an unprecedented national effort was implied by that phrase! It meant that the United States must raise, equip, and train a great army; that supplies must be provided for this army; that transportation overseas and naval protection must be provided for this army, and for the vast volume of supplies. All this must be done in the haste demanded by the approaching crisis — or the war would be lost. And this condition implied in itself that everything at the outset must be on the vast scale set by the unprecedented demands of the World War. There was no time for the gradual development of forces, as in the case of other nations in the war.

No nation in history ever faced such a task, and a miracle was accomplished when the peaceful United States was able to coördinate its military, naval, and industrial forces, to gain its full strategic object, in the time set by a crisis and on the enormous scale of the World War. In fact, our whole effort, in this main object of the United States, should be thus considered as one great concerted operation performed by our Army, our Navy, and our Industries. To study the great causes which brought about the successful result of this American national effort is one of the most interesting things in connection with the World War. And, in the following account of the development of our threefold forces, we must always keep in mind that the whole fate of the Entente Allies lay in the question, whether the United States would be able to provide sufficient military reinforcement in

¹ See "The American Reinforcement in the World War."

² *Ibid.*

time to meet the approaching crisis of the World War. The time factor was critical and controlling.

THE AWAKENING OF THE AMERICAN PEOPLE

With the whole outcome of the World War thus depending upon the solution of the great problem for the United States, which was then being formulated in the concealing war clouds of 1917, it is no exaggeration to state that the right solution was actually being worked out in America long before this problem itself became visible to the world. It might be said that there was some instinctive sense awakened in advance, among our people, to call into immediate action vast unmeasured American forces, to counteract the overwhelming hostile forces which were being accumulated against the Entente Allies in the World War.

This awakening was the direct result of a steady development in the American people of national characteristics, strongly inherent to insure the one basic condition, which was most important of all, that the United States was actually united in every sense of the word. Only a united nation could have given America's wonderful response to the inordinate demands of the World War. And it is simply a statement of fact to say that, in 1917, something was happening in the United States so extraordinary that it must be classed as one of the great uprisings of a people which have shown the world that human forces, welded by some powerful fusing impulse, can be stronger than artificial military conditions.

To find a comparison, with the exception of the American Civil War, it might almost be necessary to go back to the great movements of the Northern races which overran Europe. France, after the Revolution, has always been considered an outstanding example of a united uprising of humanity, finding in Napoleon the required leader. Yet, with all the enthusiasm for the Emperor, only the military and industrial forces reached full strength. Napoleon was never able to vitalize the naval arm. In the case of the United States in the World War, all three forces were coördinated into our reinforcement on the distant battlefield of Europe, and, in the words of Ludendorff, "America thus became the decisive power in the war."

This is written in no boastful spirit. In fact, there is every reason against individual American complacency. It should be stated at once that, in every military sense, we were unprepared. We must resolve never again to allow ourselves to be caught in this predicament. As a consequence, everything was retarded at the start. For a time it looked as if European prophecies of our helplessness in war would prove to be true. Then, from confusion and delays, emerged the miracle, our American military reinforcement on the Western Front, projected into its mission by our industrial and naval forces. It is true that many kinds of mistakes were made, but all details of individual errors were cast into the shade by the one dominating fact, that, behind our operation, was the thrust of strong national forces which had not been measured since the Civil War.

THE INFLUENCE OF THE CIVIL WAR UPON OUR PEOPLE

As had been said, the Civil War offered the only basis for comparison, and it should also be stated, with emphasis, that having the Civil War behind us was one of the component factors in our national structure. The extraordinary influence of that epoch-making war was still strong with Americans, transmitted through the men who took part in it. In fact, to these veterans of the Civil War, North and South, must be given the credit of having been the most valuable elements, throughout the communities of the United States, for inculcating the national spirit.

The full measure of the service of these men to their country can only be appreciated

when we realize that the whole strength of our national structure has been derived from our local self-governing communities. The first instinct of our ancestors was to form self-governing communities, and this was passed on from colonies to states, from the fringes along the coast to our accessions over wide areas from sea to sea. Our greatest need was, in all our rapid growth, that these communities should retain the American spirit which had been their original breath of life.

In this regard, it should be reiterated that the veterans of the Civil War, in their home communities throughout our country, had made it their charge that those who lived there should be Americans in thought and deed. This good influence had been continued through the long interval of years after the Civil War, when there had been so great a stream of immigration into the United States. No one can now doubt the result of this influence, and every American owes a debt of gratitude to the men of the Civil War.

THE SUPREME TEST OF THE WORLD WAR PROVED THAT THE UNITED STATES WAS A UNITED NATION

The fearful test of the World War at once proved that the American spirit was still vital within us. For, beyond any mistaking, the outstanding feature of the entrance of the United States was the instant surge of united Americans, which made it evident to all that the American people had become a united nation — that the “melting pot” had accomplished its work.

This last was utterly contrary to European beliefs. Both friends and enemies abroad had held to the mistaken European idea that a nation made up of so many elements from immigration could not be fused into a structure which would be strong enough to withstand the crucial test of war. It was forgotten that Europeans had also held the same opinion as to the North at the outbreak of the Civil War. That opinion had been conclusively shown to be erroneous in 1861, and Americans who had studied the history of the Civil War had no doubts as to the unity of our people in 1917. The faith of these American students of the Civil War was vindicated in the result. At the great summons of 1917, it was again self-evident that the American people had become an American nation, and that all who had come to us had alike become Americans with us. At the shock of war there was no disintegration. On the contrary, all differences of races and creeds and all divisions of parties were forgotten. And it is no mere figure of speech to say that the American people rose as one man to the appointed task.

DISAPPOINTMENT OF THE GERMAN IMPERIAL LEADERS AT NOT FINDING RIFTS IN OUR NATION

This was a fearful disappointment for the German Imperial Government. The German leaders had been overconfident in their mistaken opinion that the United States was made up of different factions which could not coalesce, and, in the years of preparation before the World War, the German Imperial Government had made great use of propaganda to align with Germany racial groups among our population. The German leaders had acquired an almost childlike faith in these imaginary rifts among our people.¹ After the outbreak of the World War in 1914, the German Imperial Government had also organized an elaborate system of German agents for hostile plotting throughout our country. But, upon the declaration of war in 1917 by the United States, all this was swept away like cobwebs. At once our citizens of foreign origin showed themselves to be loyal Americans, and throughout our local communities, there was aroused so universal a spirit of Americanism that all the efforts of the German plotters could not make headway. For, instead of finding sympathizers, these agents of the German Imperial Government

¹ Tirpitz's list of those to whom the Germans might appeal showed a pathetic ignorance of the make-up of the American people: “. . . the Germans, the Irish, the Quakers, the cotton interests.”

found each American local community so patriotically aroused and vigilantly on the watch that they could not get a foothold. This was true of all sections of our country.

There was, of course, some sabotage. But, taken altogether, it is probable that so great pains and so great expense had never accomplished such small results. Far from having the effect, on any serious scale, of impeding the effort of the United States in the World War, the agents of the German Imperial Government only scored failure. And all the elaborate ramifications of the German spy system can be thus dismissed as negligible, in the sense of counting for any percentage of delay and damage in the accomplishment of our vast undertaking in the war. So absolute was this failure of the German agents that it is hardly necessary to refer to them.

In order to get the true perspective the reader must always keep in mind that, from the beginning to the end, the American people was zealous and unstinting, with every energy devoted to its purpose of carrying the war to a successful conclusion, and with no dissenting faction in any part of the country. This united response of the American people was the greatest impelling force in the accomplishment of the American mission in the World War.

THE INFLUENCE OF OUR INDUSTRIES

In addition to the assured impulse derived from this surge of a united American people, there were other new elements of strength in the national life of the United States which were most important contributing factors for our great national effort. These had come into being in the forty years preceding the World War. They were the results of far-reaching changes in the make-up of our nation. And these changes were almost entirely due to the development of our industries.

In those years American industries had grown beyond localized units. The kindred activities of industrial groups had included areas that extended over many states. As a result, great industrial organizations had been created, with great producing and manufacturing establishments, of which the operations were no longer sectional but nationwide. Products and commodities were being handled on a gigantic scale never before known. It was natural, following this development of our industries, and from our new habits of mind in dealing with great figures and great dimensions, that the American people had become accustomed to thinking in terms of vast quantities and in terms of nationwide operations. As a direct result of this industrial development, there had been a corresponding change in our organizations of government control. Just as our industries had expanded from local to nationwide activities, so there had been an advance from state to national control in our methods of government.

The first step in the creation of these new agencies for national supervision and control of our industries had been the Interstate Commerce Commission in 1887. This had been followed by the Department of Agriculture in 1889, and afterward the Department of Commerce and Labor. But the most important of all was the creation of the Federal Reserve Board (1913). This last was given authority by act of Congress over a system of Federal Reserve Banks established throughout the United States. The country was divided into districts. To each district was assigned its one Federal Reserve Bank. And yet all these banks were coördinated into one system. They thus became a clearing house for the finances of the nation. Vexed questions of exchange were by these means eliminated, and there was also the best possible restraint against domination by any section of the country, and against any local stringency.

The benefits to our nation of this system of Federal Reserve Banks cannot be stated too strongly. Through its operations, successful from its inception, the United States had achieved a national control of finance and currency which was far superior to any-

thing existing in other nations of the world. It gave to the nation at once an organization of its finances, which was not only stable but flexible in its stability. In times of peace it had already proved its value. But, at the summons of war in 1917, it was providential that it was already in successful operation, as it supplied the one means by which it was possible to solve the whole problem of our finances in the World War.

Through these processes of our national development, within ourselves, we had grown to a national strength that had not in the least been estimated abroad. It had all been so absolutely different from conditions in Europe, that to Europeans it was incredible. Here was the same story as their failure to appreciate the unity of the American people. To European eyes so many different elements had been hastily put together, in our vast industrial structure, that they could not believe it would be able to stand up under the pressure of a world crisis. But, on the contrary, instead of any collapse, this development of our industrial and financial systems proved to be the main cause of our ability to conceive and to perform the enormous tasks which must be the share of the United States in the World War. The three years of warfare before our own entrance must also be counted as having made a great difference in regard to our readiness for war. They had added to the general development of our industries a special development for the production of war material. If the reader will keep these established conditions in mind, it will be evident that, so far as concerned our ability to produce supplies and material for a great war, the United States was not in the usual predicament of a peaceful nation suddenly hurried into war.

FIRST STEPS TOWARD NATIONAL DEFENSE

Before the entrance of the United States, the lessons of the devastating World War had shown that a national defense was necessary. When our nation began to read the danger signals, which were so plainly before our eyes, it was natural that public opinion was first aroused to our naval needs. This public opinion was a matter of slow growth, but, as the German Government was breaking away from the usage of the seas, it became evident that the United States was a nation which must recognize the necessity for its defense "to be strong upon the seas." This had been the phrase which was emphasized in President Wilson's message to Congress in 1914. Consequently, the result was that our first steps in preparation for war were made in regard to the United States Navy. A Naval Reserve was constituted in 1915, and this was to be the germ of our future great Naval Reserve Force. There was also a most important provision in the Naval Bill of 1915, by which the office of Chief of Naval Operations had been created in our Navy. Not only was this the very thing the Navy most needed, an efficient office of Chief of Staff, but also the act came at the very time it could do the most good. For the new office was most fortunately in being when the approaching enlargement of the United States Navy and the extensions of its scope of operations were destined to bring about the greatest need in our history for a strong naval administrative organization. In October, 1915, Secretary Daniels had constituted the Naval Consulting Board of civilians whose scientific and industrial affiliations made them of value, and this Board appointed an Industrial Preparedness Committee, which did useful work in gathering data from over eighteen thousand industrial plants. This may be considered one of the first moves toward our industrial mobilization.

In the spring of 1916, the tension with the German Imperial Government had carried our people far beyond the mere idea of a naval defense. So pressing was the danger that it had become clear that the whole nation must be arrayed for a national defense. At last the public opinion in the United States was thoroughly aroused. Under this stimulus

there emerged the National Defense Act (June 3, 1916) and the creation of the Council of National Defense, attached to the army appropriation bill of Aug. 29, 1916. These two measures may truly be said to mark the beginning of the change which was destined to transform our nation.

A kindred measure, which was later to be an important factor, was the creation of the United States Shipping Board (under the Federal Shipping Act of September 7, 1916), "for the purpose of regulating foreign and domestic shipping and promoting the development of an American merchant marine." This was in process of organization at the first of 1917, and was to function as a war board after the declaration of war.

THE ELEMENTS OF CONTROL DEVELOPED IN 1916

From the foregoing, it must be clear to the reader that great changes had taken place in the United States in 1916. It would be an exaggeration to state that much tangible work had been done toward our great undertaking in the war. Neither can it be said that, as the fateful year of 1917 began its course, the actual agencies had come into being which were to produce the American reinforcement in the World War. It would be more truthful to call these events of 1916 the basis of our preparation, as they were the first stages of the chemistry that was destined to develop the vast resources of the United States into a mobilization of the nation's industrial forces, which must be behind the armed forces of the United States in order to accomplish our mission in the World War.

That this was all a potent chemistry will be at once apparent, if the reader will realize what it all meant. Its significance came from the development of two essential elements. The first was the establishment of the executive powers of the President as the source of authority for our improvisations of forces. Our people do not realize it, but the powers of the President of the United States are far greater than those of the executives of other nations. And these carry with them greatly increased powers in times of national emergency. In addition, what was specified and implied in the National Defense Act had amplified the President's authority. This increased power of the President was also recognized in the way the Council of National Defense was constituted, as an advisory body for the President, with all authority for carrying out its recommendations derived from the Executive only.

The second essential element lay in the fact that the Council of National Defense was in reality a call from the Administration summoning our industrial leaders for consultation and action as to a national emergency. Consequently, at this stage in 1916, the Administration had already associated with itself these leaders from our civil life. And, although the definite bodies had not then been formed which were to control our industrial mobilization, yet the activities of these industrial leaders were already making themselves felt throughout the country. They were not only bringing the men of our industries into touch with the Administration, but they were also stimulating the industrial centres to work in the right direction. The result was a real beginning of leadership and control from the top down, and the uprising of our people was thus given intelligent direction from the start.

These two essential elements may be summed up by stating that, in 1916, the course of events had already determined that the source of authority would be the increased powers of the President, exerted with the advice and guidance of the leaders of our industrial system.

THE EFFECT OF THE DECLARATION OF WAR

Our declaration of war was the electric shock which galvanized into life the accumulating forces of the United States. The immediate results gave proof to Europe of how

entirely the spirit of America had been misunderstood abroad — and this proof was shown in short sequence.

It is enough to state the following facts. War was declared on April 6, 1917. Before the end of May, three measures had been adopted which presaged the doom of the German Imperial Government. President Wilson had signed the seven-billion-dollar War Bond Bill. The largest Army and Navy Bill in the history of nations had reached a total of nearly four billion dollars. And the President had signed the Selective Service Act, calling upon all men between twenty-one and thirty. These quickly enacted measures meant that the United States was to make the greatest effort that had ever been made in war by a united people. Thus early was inscribed upon the wall the writing which foretold the fall of German militarism.

It was the quick recourse to our self-governing communities themselves which provided the solution of the financial problem of the United States. Just as the strength of our Government was derived from these, so it was also shown that the strength of our financial resources would come direct from our American communities. War taxes were imposed, but the bulk of the enormous total required to meet this double drain upon the nation's finances was actually raised by a series of issues of United States "Liberty" bonds, taken by popular subscription in the different communities throughout our nation.

The wise policy was followed of allotting a proportionate part of the bond issues to each community in the country. Each city or town knew the amount of its share, and local pride was joined to patriotism to make sure that each did its part in carrying on the war.

In this case, popular subscription meant that the people really subscribed for the bonds. All classes participated in the patriotic service of taking these bonds in proportion to their means, and the local communities vied with one another in their zeal, and in their local campaigns to arouse enthusiasm. By these means, the success of each of the loans was notable, and, as a result of this direct appeal to our communities, the financial part of our nation's task at home and abroad was never in jeopardy.

The Selective Service Act solved what was thought to be even a more difficult problem. It had been assumed abroad that the United States would not be able to enact conscription until after a long delay, as had been the case with Great Britain where the Military Service Bill had not been introduced until Jan. 5, 1916. At home, also, there were many misgivings, and the word "draft" seemed to presage discontent and disorder. But here again it was the same direct appeal to each American community that proved to be the foundation of success. In this case of the United States, conscription was not a last resort, but an immediate first call upon each city or town to do its share in the war.

One outstanding feature in the Act not only gained a great deal of time, but also had a most favorable influence upon the administration of the Act throughout the country. It will be evident that to build up a new Federal Organization, in order to carry out the widespread and manifold operations of this law, would have taken a long time — and the military necessity demanded haste above all things. Instead of anything of the kind, the wise decision was made to use the existing governmental organizations of the various States, and the statute authorized their use.

The effect of this was beyond any mistaking. Instead of any idea that they were being dragged reluctantly into service, the American citizens inducted under this Act took pride in their feeling that they were rendering a first service to their communities and were

representing their communities. They saw the absolute fairness of the working out of the law, all in public and under the supervision of their own authorities. Consequently, there was a zealous spirit among those inducted, and their morale was very high. With this unusual basis for our American conscription, there was no trouble in the operation of Selective Service. Instead of resistance to this law, there was universal acceptance. And this fact furnished additional evidence of the futility of hostile propaganda in the United States, as the German agents had concentrated great efforts to stir up discontent against the enforcement of this measure.

THE VAST PROBLEM OF THE UNITED STATES

No one in America or abroad had yet advanced to the point where there was any conception of the vast size of the armed forces which would be required of the United States. On the part of the Entente Allies, there is a significant record of this. Secretary Baker has quoted General Joffre, when in America with the French Commission in May, 1917, as speaking of our "great army which may some day be as great as 500,000 men." This is notable, because it reflected the most optimistic view that a European soldier could take of our military possibilities. The ensuing situation was so surprising in its overturn of all previous ideas that it went beyond all prophecies. It is a mere statement of fact to write that, from the European military point of view, a military impossibility was accomplished when the total of the United States Army in the World War reached 4,000,000, of which 2,084,00 had actually been transported to Europe.

These totals give proof at a glance that the tasks of the Secretary of War were greater and more surprising than those of anyone else. And these totals of manpower also give the reason why the problems of material became so difficult. If the minds of men had not conceived the vast hosts of our armed forces, how much less had they estimated the huge volumes of material that would be demanded! Even after the achievement has become a matter of history, it is hard to grasp the meaning of such enormous figures.

In this case, material did not simply mean arms, ammunition, and equipment. These hosts of men must be housed, clothed, fed, and supplied. They must be cared for and transported. The means must be provided for taking them overseas, and for transporting overseas the great quantities of material which they would need in Europe. And, in Europe, the drain upon American material for them would increase, with the necessities for terminals, bases, services of transportation and supplies, to be built and maintained abroad. Nothing like our military operation had ever occurred in history. And, consequently, it is not surprising that nothing like these matters of material had ever been formulated.

It was obvious that here was the field for the groups of industrial leaders, who had been called into the work of the Council of National Defense. And this unprecedented problem was solved by bringing these industrial experts into direct consultation with the officers of the Army and Navy. This was accomplished by the creation of a subsidiary body of the Council of National Defense, the General Munitions Board — afterwards the War Industries Board. The one most necessary basis was under it all. At last our Industries and our Services were in touch. Civilians and officers were working together. It was a chemistry — an evolution. But, with the elements in the situation which have been described, the trend was leading toward doing the right thing in the right way, and, from the vague supervision of the Council of National Defense, there were being evolved national agencies of control which were to take over industrial administrations, each with its own corps of experts in its own branch.

THE AGENCIES OF CONTROL DERIVED FROM THE AUTHORITY OF THE PRESIDENT

The kindred necessities, food and fuel, were kept separate from the Munitions Board, and each had its own administrative organization. In the case of food control, the basis of our policy was again at first an appeal to each American community. On May 17, 1917, President Wilson directed Herbert C. Hoover "to start a preliminary organization that would have as its principal function food conservation."

This was the beginning of Hoover's work as Food Administrator, which made his name a household word throughout the United States. Drastic powers were afterward given to the Food Administration, through the President, by means of the Food and Fuel Control Act (Aug. 10, 1917). These included a strict license system and fixing of prices. But always these powers were used to supplement the appeals for voluntary coöperation among our people.

After the passage of this Act, President Wilson, on Aug. 23, 1917, appointed Dr. Harry A. Garfield, President of Williams College, United States Fuel Administrator. The organization of the Fuel Administration of the United States can be said to begin with this appointment. This also developed into an important system of national control.

Another offspring of the Council of National Defense was the beginning of the Government control of the railroads.

The United States Shipping Board had become an active war board, by the incorporation of the United States Emergency Fleet Corporation. The powers of the Shipping Board were greatly increased by an Executive order of July 11, 1917, "wherein the President delegated to the Shipping Board all the power and authority vested in him by the emergency shipping fund provision of the urgent deficiencies act of June 15, 1917." These powers were passed on by the Shipping Board to the Emergency Fleet Corporation, which thus acquired "the power and authority of a Government agency." This was another case of the wise use of the amplified powers of the President of the United States, instead of attempting to build up some new body, which would have involved delays in organization. In fact, behind all these nationwide activities stood the authority derived from the war powers of the President of the United States.

THE SPREAD OF WAR ACTIVITIES THROUGHOUT THE NATION

The different states formed organizations for national defense, and to coöperate with the work of the national organizations. All over the country associations and organizations were being formed, with this object. And social and philanthropic societies devoted their activities to this one object. Throughout the land there was a wonderful outburst, not only of united patriotism but of practical endeavor to be of actual assistance in the work.

In addition to the efficient personnel thus provided for our industrial effort, the zealous offers of their services by American citizens were of the greatest value to the Army and Navy in their immediate necessity for expansion. In the case of the Army, it proved to be an expansion from a 200,000 basis to a 4,000,000 basis. This was multiplying by twenty. Aside from the organization of the fighting forces, this meant that, in the various administrative departments of the Army, where there had been one officer there would be need for twenty. To meet this need for a great expansion came these offers of the services of our citizens, among them large numbers of specially trained men who were well adapted for these duties.

In all these war activities Massachusetts played a noble part. As will be shown in this history, her sons and daughters were eager to do service for the nation. It was all

together an amazing scene, this sudden transformation of a broad, peaceful country into a nation, aroused and intent on the work at hand. This describes the situation all over the land. It was a nation at work, and with that work already under the leaders who were to find the right guidance for the zeal of our workers.

THE PRODUCTION OF OUR ARMED FORCES

The concrete result of all this was manifest in the multiplied Army and Navy. The operation of the Selective Service Act was the most efficient use of conscription in history. The total added to the United States Army by this means reached 3,091,000. But there were also great increases in the personnels of both the Regular Army and the National Guard. And naturally, as these were already existing forces, the enlargement of these forces became the first task of the War Department, in providing for the increase of the United States Army. The total will tell the story. At our declaration of war the United States Army had consisted of 200,000 officers and men. Of these 133,000 were Regulars, 67,000 were in the National Guard. At the Armistice, the Regular Army had been increased to 527,000, the National Guard to 382,000.

Most fortunately, there were no hysterical attempts to hurry dribblets of troops to Europe, which would have actually delayed the flood that was needed. Instead of anything of the kind, the War Department followed the very practical plan of making the plants for producing the troops before trying to force the production of troops. This was taking pattern from our American industries on a large scale. The whole country was divided into districts in proportion to the men who would be forthcoming for the Army, and great camps and cantonments of standardized buildings were projected. These were, in fact, to be like manufacturing plants, as they were to receive the raw materials of manpower and convert them into military forces by processes of organization and training.

Not only did these camps and cantonments follow the patterns of our industries, but they were themselves a notable contribution given by our industries to our preparations for warfare. In this great and novel undertaking, the problem was solved by using the same source of authority which has been described — the amplified war powers of the Executive, transmitted through the regular departments of the Army, but guided and controlled in the wide and untried fields of industry by the special knowledge of the civilian leaders of American industry.

As a result, this whole vast scheme was being carried into effect in astonishingly short order. In June, 1917, all the sites had been selected, and all the contracts had been awarded. In the same month, work had been begun on all but two of the cantonments — and these were started early in July. The original idea had been to have all thirty-two camps and cantonments of the same special building construction, but the sixteen National Guard camps in the Southern areas were simplified by using tents.

But so thorough had been the preparations, even though they had been made in so short a time, that the great work went on most efficiently. How many of us realize that in a few months in 1917, shelter was constructed for 1,800,000 men? Yet such was the fact.

THE REASON FOR THE ADVANCE INFORMATION THAT FIXED THE VAST SCALE OF OUR EFFORT

In this situation, it was providential that two things were done by the Administration upon our own initiative. First, the operation of the Selective Service Act was from the beginning cast upon so comprehensive a scale that it would be effective for any military force we might be called upon to furnish. Secondly, the far-seeing determination was made to select the future commander at once, and to send him overseas with his staff, in

PLACE OF ORGANIZATION OF DIVISIONS AND SOURCES BY STATES AS ORIGINALLY FORMED

Regulars:		Regulars. ¹
1st	France	Regulars.
2nd	France	Regulars.
3rd	Greene, N. C.	Regulars.
4th	Greene, N. C.	Regulars.
5th	Logan, Tex.	Regulars.
6th	McClellan, Ala.	Regulars.
7th	MacArthur, Tex.	Regulars.
8th	Fremont, Calif.	Regulars.
9th	Sheridan, Ala.	Regulars.
10th	Funston, Kans.	Regulars.
11th	Meade, Md.	Regulars.
12th	Devens, Mass.	Regulars.
13th	Lewis, Wash.	Regulars.
14th	Custer, Mich.	Regulars.
15th	Logan, Tex.	Regulars.
16th	Kearny, Calif.	Regulars.
17th	Beauregard, La.	Regulars.
18th	Travis, Tex.	Regulars.
19th	Dodge, Iowa	Regulars.
20th	Sevier, S. C.	Regulars.
National Guard:		
26th	Westfield, Mass. and other mobilization camps	New England.
27th	Wadsworth, S. C.	New York.
28th	Hancock, Ga.	Pennsylvania.
29th	McClellan, Ala.	New Jersey, Delaware, Virginia, Maryland, District of Columbia.
30th	Sevier, S. C.	Tennessee, North Carolina, South Carolina, District of Columbia.
31st	Wheeler, Ga.	Georgia, Alabama, Florida.
32nd	MacArthur, Tex.	Michigan, Wisconsin.
33rd	Logan, Tex.	Illinois.
34th	Cody, N. Mex.	Nebraska, Iowa, South Dakota, Minnesota.
35th	Doniphan, Okla.	Missouri, Kansas.
36th	Bowie, Tex.	Texas, Oklahoma.
37th	Sheridan, Ohio.	Ohio.
38th	Shelby, Miss.	Indiana, Kentucky, West Virginia.
39th	Beauregard, La.	Alabama, Mississippi, Louisiana.
40th	Kearny, Calif.	California, Colorado, Utah, Arizona, New Mexico.
41st	Fremont, Calif.	Washington, Oregon, Montana, Idaho, Wyoming.
42nd	Mills, N. Y.	Various States.
National Army: ²		
76th	Devens, Mass.	New England, New York.
77th	Upton, N. Y.	New York City.
78th	Dix, N. J.	Western New York, New Jersey, Delaware.
79th	Meade, Md.	Northeastern Pennsylvania, Maryland, District of Columbia.
80th	Lee, Va.	Virginia, West Virginia, Western Pennsylvania.
81st	Jackson, S. C.	North Carolina, South Carolina, Florida, Porto Rico.
82nd	Gordon, Ga.	Georgia, Alabama, Tennessee. ²
83rd	Sherman, Ohio.	Ohio, Western Pennsylvania.
84th	Zachary Taylor, Ky.	Kentucky, Indiana, Southern Illinois.
85th	Custer, Mich.	Michigan, Eastern Wisconsin.
86th	Grant, Ill.	Chicago, Northern Illinois.
87th	Pike, Ark.	Arkansas, Louisiana, Mississippi, Southern Alabama.
88th	Dodge, Iowa	North Dakota, Minnesota, Iowa, Western Illinois.
89th	Funston, Kans.	Kansas, Missouri, South Dakota, Nebraska.
90th	Travis, Tex.	Texas, Oklahoma.
91st	Lewis, Wash.	Alaska, Washington, Oregon, California, Idaho, Ne- braska, Montana, Wyoming, Utah.
92nd	Funston, Kans.	Colored, various States.
93rd	Stuart, Va.	Colored, various States.

¹ The first Regular Army divisions were formed from organizations in active service, and volunteers. The later divisions were built up about a nucleus of the old army, from men of the selective draft.

The 12th Division was almost wholly a New England division.

² Most divisions before going overseas received contingents from various camps, and during training had lost to other organizations, thus changing to a considerable degree the states represented in the personnel. For instance the 82nd Division was called the "All America" division, so changed was its personnel from the original set-up, upon sailing overseas.

advance, to study on the ground the whole program of our military coöperation on the Western Front. We may call these two decisions of the Administration the foundations of the success of our military effort. The first provided the means of increasing the volume of our military forces to the flood that was needed at the crisis of 1918. The second provided the means of quickly obtaining military information, which would set the vast scale of our operation far ahead of any military information possessed by the Entente Allies.

General John J. Pershing was the choice of Secretary Baker for Commander-in-Chief of the American Expeditionary Forces — and, as should be emphasized at the outset, this appointment meant that General Pershing would be Commander-in-Chief in every sense of the word. It was to be one outstanding case where there would be no interference with the commanding officer.

Interference and meddling in military matters on the part of war ministers can be cited as responsible for many failures in war. Secretary Baker has stated the reason¹ which made him alive to the dangers of any such meddling, and his firm resolve that nothing of the kind should be allowed to happen to General Pershing. With our knowledge of the inspiring influence of the Civil War for Americans, it is a wonderful thing to see put on record this lesson of the Civil War, passed on by a veteran of that war to his son, and destined to bear fruit in the strength of purpose so urgently needed for this momentous decision in the World War.

The policy of the Administration, and the wisdom of the Secretary of War, in sending General Pershing and his staff so soon to France, had been quickly rewarded by practical results, which molded American strategy into its right form. It is an undeniable fact that General Pershing and his staff foresaw more clearly than did the French and British how great a reinforcement would be demanded from America. General Pershing's vision was in this respect prophetic of his later able conduct of affairs. His military information to Washington and his initial military plans were so much more comprehensive of the approaching crisis than were the military forecasts of the leaders of the Entente Allies, that every aspect of our effort was constantly expanding in response. These broadening views of General Pershing and his staff, as to the vast scope of our operation, were confirmed and aided by the great number of American business men from our industries, who were working with the Administration, as has been described.

THE CORRESPONDING INCREASE OF THE UNITED STATES NAVY

It can be stated positively that neither before our entering the war nor upon our entrance was there any intimation of the vast scope of the main objective of the United States Navy — no inkling of the gigantic naval operation which was to be our Navy's component part. The giant shape of the impending danger was still hidden from the Allies themselves, and, as it was to be a military danger, it could only be revealed to our Navy through this military information obtained by the Administration. Consequently, from this time on, the service of the United States Navy must be considered as dictated by the Civil and Military authorities.

This situation can be summed up as follows: The Administration had found that there must be a mighty American Army on the Western Front. This army could only be delivered on the Western Front by the coöperation of the United States Navy. Upon the delivery of this American reinforcement depended the fate of the war. Consequently, all other naval undertakings were of minor importance, and the safeguarded transportation of this American Army and its supplies became the main task of the Office of Naval

¹ See "The American Reinforcement in the World War," p. xxii.

Operations. This summed up the new developments which radically altered our naval plans.

Under the stress of these new calls upon our Navy, an expansion of personnel was going on akin to that of the Army. Of course the numbers of the increase of the Navy were not so enormous. But the total was unprecedented in naval history. At the time we entered the World War, the personnel of the United States Navy, Regular and Reserve, was in round numbers 95,000. At the Armistice, the total, Regular and Reserve, was over 530,000 — a personnel far greater than that of the British Navy at its maximum in the World War.

THE NECESSITY FOR TRANSPORTATION BY MEANS OF THE UNITED STATES

The vital question, as to the possibility of transportation overseas on a large scale, was a problem for which the United States must be the one nation to provide an answer. Before the surprising developments of the World War, it would have been assumed that, if we could raise the troops, transportation by means of Allied shipping would be a matter of course. But the need came at the very time when there had been so great losses inflicted by the U-boats that it was impossible for the Entente Allies to furnish anywhere near the amount of transportation required. As a result, transportation must be provided by the United States.

This is another matter which has been misunderstood by the public — the amount of transportation which must be supplied by the United States. It is true that eventually Allied shipping, and of course this meant for the most part British shipping, provided a greater share of the ships.¹ But we must realize that, as Admiral Gleaves has pointed out, "Until May, 1918, almost all of our troops were embarked in our own Naval transports." And it should be emphasized at once beyond misunderstanding, as an absolute factor in the situation, that, if the United States had not been able to provide this early shipping, our reinforcement would have been too late. For the troops sent before May, 1918, gave the Allied armies the additional strength necessary to turn the tide, and delay would have had a fatal effect upon the war.

On May 23, 1917, Rear Admiral Albert Gleaves had been designated Commander of Convoy Operations in the Atlantic. In June the first transportation of United States troops overseas had been successfully accomplished under his personal command. And from this first adventurous expedition actually grew the Cruiser and Transport Force of the United States Navy — and it was symbolical of this unprecedented growth that the designation U.S.S. *Seattle* was destined to become not only that of the ship which remained Admiral Gleaves's flagship, but also the letterhead of a tall office building in Hoboken. Throughout the "decks" of this building were to be distributed the administrative offices developed from a flagship staff, and from its "bridge" on the high roof were to be directed the movements of many transports laden with the armed manhood of the United States.

The backbone of the Cruiser and Transport Force was made up of the seized German liners, which the Germans thought they had damaged beyond repair. But by an ingenious use of electric welding these steamships were so efficiently repaired that they transported 557,788 American troops overseas. The Naval Overseas Transportation Service, usually known as the N.O.T.S., which transported the vast amount of material for our forces in Europe, grew into the largest merchantman fleet ever assembled under one management.

¹ By British shipping 49 per cent; by the United States 45 per cent; by other nationalities 6 per cent.

AMERICAN PREPARATIONS OVERSEAS

The dependence of the whole enormous scheme of operations upon the industrial and naval factors of the program was most vividly set forth in a paragraph of General Pershing's report: "For all practical purposes the American Expeditionary Forces were based on the American Continent. Three thousand miles of ocean to cross with the growing submarine menace confronting us, the quantity of ship tonnage that would be available then unknown, and a line of communications by land 400 miles long from French ports to our probable front, presented difficulties which seemed almost insurmountable as compared with those of the Allies."

Whole volumes could not depict the necessity of the industrial and naval factors more clearly than this. The reader must understand all that was implied in the phrase "based on the American Continent," an operation such as had never been undertaken in history.

While the great plants for the production of troops were thus being built and put into operation, and the transport service was also being organized, which was to deliver overseas the product of these American camps and cantonments, the other corollary necessary to insure success was being provided in France. This necessary factor was the creation of facilities for receiving and handling American troops and their supplies at their destination overseas. These were the three component parts of our vast operation. There must be the quick production of troops at home. There must be the means of safeguarded transportation overseas. There must be the great terminals and administrative machinery in France.

"The ports of St. Nazaire, La Pallice, and Bassens were designated for permanent use, while Nantes, Bordeaux, and Pauillac were for emergency use. Several smaller ports, such as St. Malo, Sables-d'Olonne, and Bayonne, were chiefly for the transportation of coal from England. From time to time, certain trans-Atlantic ships were sent to Le Havre and Cherbourg."¹ Brest was most heavily used for landing American troops in France.

These preparations, for receiving and handling the troops and supplies of the future great American Expeditionary Forces, implied a program of engineering construction on a vast scale, which has not been generally understood. It comprised constructing port facilities at the different ports of unloading, which did not begin to possess adequate accommodations. At these ports construction included docks, railroads, warehouses, hospitals, barracks, and stables.

The amount of construction of buildings was enormous. From the French we secured 2,000,000 square feet of covered storage. It was necessary to construct some 20,000,000 square feet in addition. As an example of the great scale of other construction, the hospital at Mars of 700 buildings covered 33 acres. This was practically a city, with the roads, water, sewage, and lighting plants of a municipality. The refrigerating plant at Gieves had a capacity of 6500 tons of meat and 500 tons of ice per day. "If the buildings constructed were consolidated, with the width of a standard barrack, they would reach from St. Nazaire across France to the Elbe River, a distance of 730 miles."²

This was another phase of our American effort which has not been appreciated by our public.

It was only through the foresight shown in making these essential preparations far in advance that this necessary equipment was ready at need. This foresight was of a piece with the sagacity of General Pershing and his Staff in casting the size of our army on so much greater scale than any ideas of the Entente Allies.

¹ General Pershing, Report.

² *Ibid.*

THE MISTAKEN PLAN FOR SCATTERING AMERICAN TROOPS AMONG THE ALLIES

It is impossible to conceive that our American military operation would have succeeded if it had not been for these preparations in advance. That it did succeed must be attributed to the fact that, before there was any great American Army in sight, construction projects had insured facilities for receiving and handling it, and a General Staff organization had insured its administration.

Yet the general opinion among the Entente Allies was that all these preparations were wasted efforts — that the United States was making the mistake of diverting material and shipping for the benefit of a phantom army which would never exist. This impression grew stronger in the fall of 1917, when the Entente Allies found so few American soldiers arriving in Europe. "Disappointment at the delay of the American effort soon began to develop. French and British authorities suggested the more rapid entry of our troops into the line and urged the amalgamation of our troops with their own, even insisting upon the curtailment of their training to conform to the strict minimum of trench requirements they considered necessary."¹ It was natural that this idea of scattering the American troops among the units of the Allied armies should appeal to the Entente Allies as the quickest means of gaining a military reinforcement.

This scheme was strongly urged by the leaders of the Entente Allies. It took most definite form in the project submitted in November, 1917, by General Robertson, the British Chief of Staff, to send overseas 150 individual battalions of American troops to serve in British divisions. This proposition was sent to the Administration in Washington with strong indorsements from abroad which made an impression in its favor. But the Secretary of War adhered to his determined course of not allowing any interference with General Pershing, and President Wilson was of the same mind. Consequently, General Robertson's project was referred back to General Pershing, giving the American Commander-in-Chief "entire freedom"¹ to make his own disposition of his forces.

This question became a matter of discussion for a long time between General Pershing and the British and French military leaders. But the American Commander-in-Chief could not be convinced of the wisdom of amalgamating our troops with those of the Entente Allies, and his opposition turned the scale against this scheme. The final rejection of any such disposition of American soldiers was clearly expressed in a letter from General Pershing to the Secretary of War (Feb. 24, 1918): "Since my last letter to you on the subject of training and service of our units with the French and British armies, there has been much discussion, with the final result as cabled you — I think both the British and the French now fully understand that we must look forward to the upbuilding of a distinctly American force instead of feeding our units into their organizations. Your decision on that point settled all thought of our doing anything else."

This was a fine example of the relation maintained between the Secretary of War and General Pershing, and the result vindicated the policy of not allowing outside interference with the American Commander-in-Chief. The subsequent course of the World War showed that the scheme of the Entente Allies for the use of American troops would have been a mere drop in the bucket. It would never have accomplished anything on a large scale. Of course, it was conceived in the European lack of faith in an American army on a large scale. But the American belief in that great army was destined to find its realization on the field of battle, and there is no longer any question of the wisdom of the decision to stake our hopes of success upon that cast.

¹ General Pershing, Report.

THE WISDOM OF AMERICAN TRAINING FOR OPEN WARFARE TACTICS

There was another serious objection to the amalgamation of American troops with those of the Entente Allies. This lay in our different ideas of training, as our soldiers, if incorporated in units of the Allies, would have been restricted to a system of training which was inadequate according to American doctrines. The Allies, especially the French, did not have any belief in our tactics for open warfare. The doctrines of the United States Army were all in favor of teaching the very tactics which were destined to be used in the fighting of 1918. For this reason, our untaught troops were actually receiving instruction in America that was ahead of the times in Europe. As General Pershing expressed it, "The development of a self-reliant infantry by thorough drill in the use of the rifle and in the tactics of open warfare was always uppermost." At that time, "the training of the Allies was still limited to trench warfare,"¹ and the poor results gained in the Allied offensives had given the leaders of the Allied armies the habit of thinking of trench warfare as "stabilized."

Most fortunately, this idea had not gained control in the United States Army. The whole system of "hasty intrenchments," which had dominated the tactics of the World War, was the product of the Civil War. Consequently, field intrenchments were not looked upon in America as any new and abnormal factor, and trench warfare was regarded as an adjunct to open warfare, not as having put open warfare out of existence. The events of 1918 showed how providential it was that this trend of thought still prevailed in the United States Army, as it gave the right basis for military training in America and overseas.

THE RUSH TO MEET THE CRISIS OF 1918

With the beginning of the increase of transportation for troops, our great plants for producing soldiers were in most successful operation. By this time, the training camps were fully equipped and were accomplishing results that were beyond all expectations. The stream of American troops was pouring from them in an increasing volume. And this movement had already made tests of the various stages of transportation, which proved that they would be able to carry through the movement on a large scale.

The railroads of the country, under the Government control of the Railroad Administration, had become one great system with the transportation of troops and supplies the main object of its management. The Embarkation Service and the Inland Traffic Service were working together in allotting cars and routing the transportation. As has been stated, the facilities at the ports for receiving and embarking had been developed by the Embarkation Service, until they were prepared to take care of the great increase which was to come in the rush of troops overseas to meet the emergency.

The methods of transportation were very efficient. At the training camp, there would appear large numbers of cars on the miles of railroad sidings which were within the camp. Without warning, thousands of men would be entrained. The trains would disappear, with special way made for them by the Railroad Administration. And, at their destined port of embarkation, they would be swallowed up in the base from which they were to be embarked. Never was there a war with so few troops marching about and taking trains at the regular stations. People throughout the country saw trains loaded with troops passing through, and women waited at the stations to give them refreshments. But the great scope of the troop movement was not realized by the people.

¹ General Pershing, Report.

FAILURE OF THE GERMAN IMPERIAL LEADERS TO ESTIMATE THE AMERICAN REINFORCEMENT

Moreover, the troop movement was not estimated by the German agents in the United States. As to this, Ludendorff himself has left no doubt. "How many Americans had got across by April we did not know." And he has also made an admission which is an involuntary tribute to the skill with which this transportation was conducted: "But the rapidity with which they actually did arrive proved surprising." This is a measure of the failure of the whole elaborated German system of espionage. The fact was, the German agents were fussing about, gathering information according to instructions, but they were missing the one great thing. The very bigness and simplicity put it out of their ken. It was all impossible — according to German ideas.

The German agents also continued to score only failure in their other efforts. As has been said, there was some sabotage, but it never attained the importance of accomplishing results that crippled or seriously delayed our industrial effort. The same was true of the German efforts to stir up discontent. The German spies were very persistent in this way, and made use of different societies and organizations. But there continued to be such a spirit of Americanism throughout our local communities that these agencies were powerless to do much harm. There actually was no need for the stern repressive measures usual in time of war. There were no executions, and very little imprisonment. Most of the cases were handled by sending the obnoxious person to an internment camp.

It was notable that the continued operation of the Selective Service Act made the country even more united, instead of sowing discontent. Shirkers and objectors were so few, in proportion, that they did not count in the great totals. There is no question of the fact that a united and thoroughly aroused American nation faced the crisis of 1918.

PREPAREDNESS

At the outbreak of the war in 1914, the people of Massachusetts had no realization that the conflict would prove to be of more than European concern, nor that it would last over four years; still less that the United States would be called upon to assert its strength to secure a decision. Yet there were people who felt that the probability of the United States being involved was very great. In addition, the sympathies of the people of the Commonwealth were almost entirely given to the Entente Allies, notwithstanding certain cross currents.

The population of Massachusetts, shown by the census of 1915, was 3,693,310, of whom 1,058,247 were less than sixteen years of age, and included a foreign-born population of 1,152,045. This foreign-born population was about equally divided between males and females and included 195,511 males who had become naturalized citizens. Eighteen per cent of all the foreign born were natives of Ireland, and the total inhabitants of Massachusetts born in Great Britain, Ireland, or Canada was 619,070. Less than 100,000 claimed the countries of Germany, Austria-Hungary, Turkey, Bulgaria, or German and Austrian Poland, as place of nativity. Over 376,000 (including nearly 49,000 Poles) were natives of other countries which were later our allies in the war.

That so great a proportion of our population had ties which bound them more or less closely with the countries of their origin was in itself a factor which had an important bearing upon the sentiment in favor of the Entente Allies. It may be accepted as perhaps a rough estimate but not a greatly inaccurate one, that 40 per cent of the population of the United States descends from people enumerated as citizens in the census of 1790, soon after the close of the War of Independence. Among this element of the population of the Commonwealth the feeling of kinship with the people of England was as strong as it was natural. Between the people of our eastern coast, and especially in New England, there has ever been a close contact by trade and travel with Great Britain as well as a continuous and large immigration from Great Britain, Ireland, and Canada.

Germany, although fully realizing that public sentiment in the United States if allowed to control the situation would tend to active participation by the United States in the war on the side of the Entente Allies, trusted so fully her own misconception of the spirit of the American people and of the policy of the administration, that she felt America could be kept out of the war until decisive victories gained on the western front would make the participation of the United States of little consequence.

The high-handed position taken by Austria toward Serbia (the whole extent of the provocation which existed was not then realized), the undeniable fact that Germany's declaration of war against Russia was at the moment uncalled for; the evident good faith of Great Britain, France, and Italy in urging steps which would have preserved the peace; the premeditated attack by Germany on France; and lastly, and which had preponderating effect, the invasion and rape of Belgium, notwithstanding that the stories of the atrocities perpetrated by the Germans were exaggerated, all served to fix the responsibility of the outbreak of war upon Germany and Austria and to arouse animosity against these countries which as the war wore on gathered strength.

Steps were immediately taken by German authorities and sympathizers to deny or excuse the barbarities of the forces invading Belgium, but every stand made by the heroic Belgians, every brave attempt made by the French and English forces to stem the

onrush of the Germans, was watched in America with intense sympathy and interest. At that time there seemed little doubt that Germany would secure quick victory. The check to their advance upon Paris, the great victory obtained over them at the First Battle of the Marne, brought realization that the contest was by no means so unequal as had seemed in the opening days of the war. The position held by the invaders after their retirement from the Marne, giving them a wonderful line of defense and permitting further thrusts when the occasion arose, also indicated that the struggle would be of considerable duration.

In the meantime President Wilson's position influenced the whole country. The following quotation illustrates his view of the responsibilities of citizens during the neutrality of their country :

From President Wilson's Message to Congress, Dec. 7, 1915

"There are citizens of the United States, I blush to admit, born under other flags but welcomed under our generous naturalization laws to the full freedom and opportunity of America, who have poured the poison of disloyalty into the very arteries of our national life: who have sought to bring the authority and good name of our Government in contempt, to destroy our industries wherever they thought it effective for their vindictive purposes to strike at them, and to debase our politics to the uses of foreign intrigue. . . . They are not many, but they are infinitely malignant, and the hand of our power should close over them at once. They have formed plots to destroy property, they have entered into conspiracies against the neutrality of the Government, they have sought to pry into every confidential transaction of the Government in order to serve interests alien to our own. . . . There are some men among us and many resident abroad who, though born and bred in the United States and calling themselves Americans, have so far forgotten themselves and their honor as citizens as to put their passionate sympathy with one or the other side in the great European conflict above their regard for the peace and dignity of the United States. They also preach and practice disloyalty."

The President had declared the neutrality of the United States, and had asked citizens to remain neutral in thought as well as deed, and to the very end of our neutrality maintained his position, even to the point where he was freely denounced as pro-German, or at least oblivious of the national honor. The opportunity to prepare for the inevitable conflict was neglected by the pacific Wilson administration. This delay in preparation cost the country untold millions in money and thousands of lives, as well as needless suffering and disaster.

When the sinking of the *Lusitania* May 7, 1915, had aroused the nation, had it not been for the restraining influence of Mr. Wilson and his administration and the fact that this brutality happened when Congress was not in session, war would undoubtedly have followed. However, Germany receded from her position regarding submarine warfare, as the result of the determined position taken by the United States. Again in 1916, the Germans sunk the *Sussex*. This act led to the American note of April 20, which was in effect an ultimatum that unless Germany "abandoned her present method of submarine warfare against freight- and passenger-carrying vessels, the government of the United States" would have no choice but to sever diplomatic relations, which under the prevailing conditions would have been a sure precursor of war. The resulting modification of the German policy again delayed war with the United States.

From the start far-sighted people felt that the United States should take an outspoken part against German imperialism. Indeed there was a strong sentiment that it was our duty to at once enter the lists on the side of the Entente Allies. This feeling demonstrated itself in many ways, especially in the constant stream of men who passed

into Canada for the purpose of enlisting in the Canadian or Imperial forces, and in the contributions of money and supplies toward the aid of the civilians of the invaded countries.

However, the mass of the people were not yet aroused to the necessity of participation in the war, and the administration at Washington was controlled by pacifists. President Wilson desired to bring about a cessation of the war and feared that the United States would be involved if it continued. He was with good reason irritated by the interference of Great Britain with our commerce, as well as justly indignant with the course pursued by Germany, but he shrank from the idea of war. It is true that in 1914, excited by Mexican resistance to his demands, the President had given instructions which led to the invasion of Mexico by naval forces and the capture of Vera Cruz, and later he took the decided stand which led to the military activities on the Mexican Border in 1916, but Mr. Wilson was not the man to lead a nation into war. His temperament made it difficult for the measures required in preparation for such an emergency to receive proper consideration at his hands, although the National Defense Act of 1916 and the establishment of the Council of National Defense provided means which were soon to be utilized to the full extent of the powers granted.

The General Court of Massachusetts which met in January, 1915, had placed before it many suggestions arising from recognition of the necessity of preparedness in military matters or at least a consciousness of some need of greater efficiency in the matter of national defense. The House of Representatives adopted the following resolution, March 9, 1915, relative to the establishment by Congress of a national security commission.

Whereas, The horrors of war are apparent to all, and it is our belief that the best way to avert war and to continue in peace is to be thoroughly prepared to defend our national honor, and whereas there is now before Congress a bill to provide for a national security commission; therefore be it

Resolved, That The General Court of Massachusetts, elected for the year 1915, hereby approves the bill now before Congress providing for the establishment of a national security commission.

Resolved. That certified copies of these resolutions be sent by the Secretary of the Commonwealth to the President and Vice-President of the United States, to the Speaker of the national House of Representatives, and to each of the senators and representatives from Massachusetts.

[Journal of House of Representatives, 1915; p. 589.]

A bill proposing restriction of the sale of firearms was opposed in legislative committee by The Adjutant-General, Charles H. Cole, who urged further that members of the militia or of any organization affiliated with the National Rifle Club should be allowed to carry arms without a license.

Hon. Augustus P. Gardner, Congressman from Massachusetts, and one of the strongest and most active advocates for preparedness, in an address in Boston before the Economic Club, called upon the people to prepare against war, declaring that "First Class Doctrines cannot be defended by a Third Class Fleet."

Suggestions and petitions before the legislature centered about the proposal for military instruction in the schools and for an increase of efficiency in the militia. The substance of the best of these suggestions was finally incorporated in Chapter 81, Resolves of 1915, approved on May 6, "authorizing the appointment of a special board to report upon the practicability of providing military education for boys and of creating a militia reserve." This board was authorized to consider at its discretion any related matter "whether or not the same is particularly mentioned in this resolve."

This Commission, appointed by Gov. Walsh, was composed of Robert L. Raymond, Walton A. Green, Rev. Charles W. Lyons, Alexander Meiklejohn, J. Frank O'Hare, William A. Pew, William Stopford, John J. Sullivan, and Harold E. Sweet. It gave careful consideration to the questions brought before it, holding many hearings at the State House and in various cities. Definite recommendations appeared in its report submitted to the next session of the General Court.

EXTRACTS FROM THE REPORT OF SPECIAL COMMISSION ON MILITARY EDUCATION AND RESERVE
To the Honorable the Senate and House of Representatives :

Fully realizing the obvious fact that the present interest in questions of military defense, and indeed the existence of the Commission itself, are due to the proof furnished by the terrible conflict in Europe that war is not yet obsolete and must still be reckoned with, we have nevertheless endeavored to treat the subjects assigned to us for enquiry from a broad point of view, and to submit a report which shall stand the test of normal times. We have kept in mind the inutility as well as the danger of schemes so elaborate or radical as to be certain to fall to pieces when the present interest in military affairs passes. Our recommendations are offered, not as emergency measures but as representing a fair and prudent policy in the march of ordinary and usual events. They are directed not to preparation for participation in the present war, but to preparation for reasonably possible future contingencies. Obviously preparation for immediate war should be considered and must be dealt with on an entirely different basis. . . .

Not from any desire nicely to balance conflicting opinions, nor in the spirit of compromise but from strong conviction which in no way weakens our belief in the necessity of the general position taken in this report, we urge upon the citizens of this Commonwealth the duty of positive effort to discover and make real some practical means whereby war among civilized nations may be rendered less easily possible than it now is. A firm determination to provide and maintain means for self-protection does not exclude coöperation in any sane movement which strived for world peace. . . .

Recommendations Summarized

1. The Federalization of the militia in the manner described in the report; an increase in numbers by means of a reserve, and change in methods of training the militia should it remain a State force.

2. Relieving the militia of police duty and the establishment of a State mounted police.

3. Courses of military instruction in colleges located in Massachusetts.

4. Development of physical training in the public schools according to a prescribed standard.

5. Teaching of military history, personal hygiene, and camp sanitation in the public schools.

6. Establishment for school-boys of summer training camps.

7. Enrollment of mechanics and census of factories of certain industries if the same be not provided for by Federal Legislation.

8. Institution of courses in military hygiene in medical schools.

The Commission, however, does not recommend compulsory universal military training. . . .

1. The Commission does not recommend military drill in the schools, but is opposed to it.

2. Physical training which tends to make a boy strong, physically well set up and mentally alert, is the proper preparation for the real intensive training necessary to make a soldier, as it is also the proper preparation for civil life. The overwhelming weight of public opinion favors the greater development of physical training in the schools and the standardization and inspection of such training by some central authority.

3. The Commission recommends the adoption of a systematic plan of physical training in the schools, and has drafted legislation providing for that purpose. It believes that the basis of such training should be the system of calisthenics used for many years at West Point under the supervision of Captain Herman J. Koehler, not because that system is particularly military, but because, according to the concensus of expert opinion, it is the best system which can now be adopted.

4. The Commission also recommends the teaching of personal hygiene, camp sanitation, and the truth about our military history in the schools.

5. The Commission also recommends the establishment of training camps for school boys during one month of the summers preceding or following their last year in High or Latin schools. Attendance at such camps should be voluntary and they should be conducted under the joint supervision of the State Board of Education and The Adjutant-General.

It is, therefore, the recommendation of this Commission that the General Court pass such enabling legislation as will permit the ready transfer of the present state militia and its voluntary incorporation in such Federal body as may be formed. . . .

As a splendid and inspiring example of what can be done on a small scale for the education of officers we instance the Training School of the Massachusetts Militia at Charlestown. If the State Militia is to be maintained as such and not to become a Federal force, we recommend that graduates of this school may be given commissions as second lieutenants and be placed on a special list to be assigned to such duty by the Commander-in-Chief as the Constitution permits. . . .

For these reasons the Commission wishes to state clearly that its recommendation goes to the point of making the militia actually a Federal force and nothing else. It should be controlled and paid by the Federal Government and subject to the orders of the Federal Government. . . .

There are in the Commonwealth of Massachusetts male persons as follows :

15 to 19	145,630
20 to 29	311,311
30 to 39	273,517
40 to 44	114,454

Auxiliary Defenses

There is a sort of preparedness which this country can undertake and develop with the ingenuity and high degree of effectiveness of which its accomplishments in the commercial world have shown it to be peculiarly capable, without any serious objection that it tends to militarism. We mean the organization of certain industries and workers so that they may be readily mobilized in case of war.

The making of munitions, an efficient system of transportation, and the means to carry it out, an auxiliary hospital and medical service, have been shown to be nearly as important to the successful conduct of war as the strictly military forces.

We believe the Federal government will adopt an adequate plan for the enrollment of mechanics and operators in munition, motor, railroad, and other industries and for a census of factories available for use in time of war. If it does not, we recommend that such enrollment be made and such census taken of workers and factories in this State by The Adjutant-General of the Commonwealth.

We suggest to the Medical Schools and Colleges of Massachusetts the institution of courses in military hygiene. . . .

There are certain things, above all others, which public opinion today is decided upon, namely, that the money expended for purposes of national defense shall be expended economically and wisely; that the country shall receive its money's worth, that slipshod or selfish methods shall no longer be tolerated; that the crucial test to be applied to any plan for national defense is, — Does it provide for national defense and in the most efficient and best possible way? Public opinion is determined that the slackness which is natural and to a certain extent inevitable in a country having our form of government, a republic with the dual authority of state and nation, shall be minimized to the last practical degree. Moreover, public opinion is sufficiently aroused so that it may be expected to treat with a contempt second only to that visited upon an active traitor to the country any, if there be any, who shall attempt to deal with this vital question selfishly, or as a matter of party politics.

Inefficiency is the price which a democracy pays for the benefits of individual freedom and personal liberty; and they are well worth the price. It is, however, the primary duty of a democracy, by the intelligent participation of its members in important matters, to make this price as

small as possible. More than anywhere else, this is true when the question deals with safeguarding the nation's life or the nation's honor.

The report as a whole was signed by all the members of the Commission except Mr. Meiklejohn, who stated that he was heartily in favor of most of the recommendations, but found himself in disagreement with the other members of the Commission with respect to a number of points of varying degrees of importance.

With the report were submitted drafts of three bills:

1. An Act to Provide for Coöperation by the Commonwealth with the Federal Military Forces.

2. An Act to Provide for Courses in Physical Training in Certain High Schools of the Commonwealth.

3. An Act to Amend the Militia Laws of the Commonwealth of Massachusetts.

On Feb. 15, 1916, through the Committee on Education report was made that the recommendations of the special Commission should be referred to the next General Court. Instead of taking this action the House (with the concurrence of the Senate) referred them to the Committee on Military Affairs. On May 4, 1916, the Committee on Military Affairs reported "No further Legislation necessary." This disposition of the whole matter was accepted by both branches of the Legislature.

However, with the continuation of the war in Europe an interest in military preparedness developed in this country. It now became plain to some that we must ultimately be involved in the war, but others could neither believe this nor even apprehend danger when the war should close.

The year 1916 was memorable for the Mexican Border service of our National Guard and for the great wave of enthusiasm for national preparedness. This agitation was especially strong in the east. The movement had been growing for two or three years, and effort was directed not only to educate the people to the need of the country of proper preparedness for national defense but to train the individual, and to bring pressure upon Congress to provide a practical system of national defense. The National Security League established branches in every state. The Massachusetts Branch was especially active. Hon. David I. Walsh was honorary chairman, and Guy Murchie chairman. Ex-President Roosevelt sponsored a patriotic organization, called the American Legion, which numbered many members in Massachusetts. It is of interest to know that when Colonel Roosevelt in 1917 called for volunteers for the division which he offered to raise and lead to France, a fine patriotic gesture, that his enrollment list included many Massachusetts men, many of whom had joined this society. This organization existed only for the prewar emergency and was disbanded, but its name has been perpetuated by the greatest patriotic organization which has ever existed, — great in numbers and useful and patriotic achievements. Patriotic societies in Massachusetts, especially of the hereditary type, were not lacking in their support. On May 27, 1916, was held a monster "Preparedness Parade."

Throughout the winter of 1916-17 the Military Training Camps Association of the United States carried on training schools which were largely attended by business and professional men who desired to fit themselves for the emergency which they saw was soon to arise. In Boston, these schools had a large and earnest group of students in each of the various branches taken up, and most of the men had attended one or more of the Citizens' Training Camps. Those camps had been very successful. Beginning in 1913, under the auspices of the regular army the first training camp for college and high school students was established at Gettysburg, Penn., and was attended by 264 men. This was followed by a like camp at Monterey, Calif. Similar Federal training camps were held in

1914. In June, 1915, the interest manifested by business and professional men throughout the country led to the establishment of the Citizens' Training Camp at Plattsburg in cooperation with the army. This camp was attended by about 1800 men. A smaller camp was held at Fort Sheridan, Ill. The students camp organizations became the Society of the National Reserve Corps, and in January, 1916, this society amalgamated with other citizens training organizations and became the Military Training Camp Association of the United States, which embraced those men who had attended the various training camps. By January, 1917, the membership had reached about 20,000. The attendance at the training camps in 1914 had been 763, and in 1915 3383. The camp at Plattsburg in the summer of 1916 was especially successful. There was at one time in camp under one command about 8000 men, more men under one military command than most American army officers in active service had ever seen, much less had the opportunity to command. This camp lasted from June into October, and was in two divisions, the senior limited to men with proper qualifications, not over 45 years of age, with some exceptions in the case of men with previous military experience; the junior limited to college men and members of the senior classes of high and preparatory schools. Those who qualified were recommended for commissions in the reserve corps. The same year camps were held at Fort Oglethorp, Fort Terry, and Fort Wadsworth. That year the attendance was 16,134. Congress appropriated \$2,000,000 for the purposes of the training camps and the War Department planned to care for an enrollment of 50,000 in 1917, but war came before the time for holding the next citizens' training camp, and the Plattsburg camp was used for an Officers Training Camp.

This movement had the earnest support of Gen. Leonard Wood, who in 1916 commanded the Eastern Department, as well as ex-President Roosevelt.

Governor McCall in his first inaugural address upon convening of the General Court of Massachusetts did not allude to the European situation. Not until February, 1917, did he take any steps to prepare for what might be demanded from Massachusetts in the event of war. It is true, in dealing with conditions arising from service on the Mexican Border of Massachusetts National Guard units, in his message in September, 1916, upon the occasion of the convening of the special session of the General Court, he had stressed the importance of additional pay for the guard while in the federal service, provision for their dependents, and of granting the right to vote while absent in federal service. Passages in this message show what the Governor considered was the duty of the state toward men in the federal service, especially as forecasting the policy of the state in the following year after the United States had entered the war. And in 1917 in his inaugural address Jan. 4, he said:

"The President of the United States last summer issued a call for troops. The Massachusetts commands included in the call promptly responded, and were practically ready at the peace strength to be sent out of the Commonwealth within two days after the call was issued. It is a matter of pride that Massachusetts soldiers were first to reach the border, although they were at the other end of the country from it. They were well equipped, well disciplined, and highly creditable representatives of the soldiery of the State. The commands which were not called, the Sixth Regiment, the First Corps of Cadets, the Naval Brigade, and the Coast Artillery Corps, are also to be commended for the earnest and faithful work they did in the face of the great disappointment they felt at not being ordered to the front. The National Defense Act, approved on the 3d of June, 1916, is so recent that complete regulations have not yet been issued and the exact scope of its operation is not yet known. Whether it embodies such a system for the national defense as we may approve, it is the law of the land, and I recommend the heartiest coöperation of the Legislature in order that the act may have a fair and a thorough trial. We cannot of course establish

a system of national defense, but we can second to our utmost whatever action may be taken by the national government. In order that the efficiency of the national guard may be maintained I recommend the extension of military training and the study of military history in our public schools. Very many of our citizens, amounting, I am informed, to several thousand, submitted themselves during the last year to voluntary military training as a patriotic duty and in order to fit themselves as far as they could for an emergency, if one should arise. I recommend that legislation be enacted to recognize such organizations and to permit them to use armories, camps, and other equipment so far as may be done without interference with the national guard."

Notwithstanding that Congress did not declare that a state of war existed between the United States and the German Empire until April 6, 1917, it was realized early in February that war was inevitable and practically existed, for on Feb. 3 the dismissal of the German Ambassador, Count Bernstorff, by President Wilson, and the recall of Ambassador Gerard from Berlin, brought about the long-expected severance of diplomatic relations.

A history of the part which Massachusetts took in the war must of necessity commence with mention of the Massachusetts Committee on Public Safety, the first body of its kind established in the United States in expectation of war. The plans adopted in developing the work of the Committee were followed in a large measure by committees formed in other states as well as by the Council of National Defense. Fortunately this Committee before terminating its activities published a report compiled by Hon. George Hinckley Lyman, a member of the Executive Committee. This report was necessarily a summary of the most important proceedings of the Committee, and only by reference to its files, now in possession of the State Library, can a proper appreciation be had of the immense amount of work attempted and of the achievements of this patriotic body.

The Massachusetts Committee on Public Safety was the conception of some of our citizens who had for many months realized that it was but a question of time before this country would be involved in the war, and who finally obtained the attention of Governor McCall, through the agency of the late James J. Storrow and of Charles F. Weed, then president of the Chamber of Commerce, to the immediate need for action.

On Feb. 9, 1917, the Governor named one hundred citizens, selected from every section of the Commonwealth and element of its population, as a Committee on Public Safety, and named Mr. Storrow as chairman.¹ The Governor addressed the following communication to the members of this committee:

"I have asked you to serve upon a committee formed for the purpose of considering the problems growing out of our international relations and of giving to the Commonwealth the benefit of your advice and action. My difficulty in making up the committee was rather one of exclusion than of selection. It is no disparagement to you to say that I could easily have chosen another committee of the same size from our citizens and of equal fitness. I have endeavored to give representation to the different parts of the Commonwealth and to the different elements of our citizenship, and thus secure an opinion that would be representative of the whole Commonwealth. In taking this action I have had no thought of getting in advance of the men who are conducting our national administration, but of getting the Commonwealth in a position where it could very quickly respond, as it has always responded, at the call of the Nation. I have not formed the committee with the idea that war was likely, but with the idea that it was at least possible. I certainly am not one of those who wish for war, but with our diplomatic relations severed with one of the parties to the struggle abroad one of the great barriers against war has been taken away, and we are brought abruptly against the danger of a conflict if there shall be a serious overt act. What part we should play in a war we cannot now say. The Japanese have been in the war from its beginning, and

¹ See under appropriate heading for the personnel of this original committee and of those who served during its existence, as well as of the various committees established from time to time to take over various responsibilities.

yet they have confined their operations almost wholly to the part of the world in which they live, but we can take no chances. We cannot enter upon a war and rely upon protection to be extended to us by others. If we enter upon war a great Nation like this must prepare itself to fight it out with sense and judgment and not by vainglorious and foolish displays of bravado, such as matching battleships in the open sea against submarines and battleships of which there is now no dearth upon the war zone of the seas.

The Adjutant-General reports that there is a deficiency in our enlistments. It seems to me it was inevitable when a military servitude of six years was exacted that our enlistments should dwindle. I think it is important, if we are to have our National Guard maintained as a supplement to the regular army, that we should modify the oath provided for by the Hay bill. If the enlistment was for two years I venture to say that we should have a waiting list for entrance into all military organizations.

When I selected the membership of this committee I selected them with the special idea of their fitness for the work and I trust that you will all feel called upon to do what you can. I ventured to name a provisional executive committee until such time as you should select one of your own. I think perhaps the executive committee should be larger than the one I have suggested, but that is a matter for you to decide. The membership of the committee is representative of the great element we have in this country that would make the greatness of any Nation. It has done its part in the making of our Nation. We have not reached our present development simply because of the toleration on the part of other Nations, for we have had our enemies. But we have reached our stature because no matter whether at any particular time we could measure up with ships and soldiers with any given Nation, the world has appreciated that in the long run we could take care of ourselves, and while I sincerely hope we may not get into war, yet if we shall get into war there is no reason for pessimism. The American people can take care of themselves. We have among us such fertility of invention, such a comprehensive genius, that any Nation in the world will arouse us at its peril. I trust you may follow your task with pleasure to yourselves and with benefit to all of us."

Until the whole Committee could meet for organization a Provisional Executive Committee of seven was appointed by the Governor, and this committee met on Feb. 10 and began at once to make a survey of the situation, and to lay plans for coördinating the resources of the Commonwealth during preparation for war and after war had been formally declared.

The first meeting of the whole committee was held at the State House on Feb. 14, was addressed by the Governor, and perfected a formal organization. James J. Storrow was elected chairman, Charles F. Weed, vice-chairman, Guy Murchie, secretary, and Edmund W. Longley, treasurer.

On the following day Henry B. Endicott was elected Executive Manager. From this time the Executive Committee, comprising ten members, directed the entire work of the committee of one hundred. Its selection was the natural outcome of the situation which had rapidly developed.

On March 13, 1917, the governors of all the New England States met in conference, called for the purpose of putting New England in a state of preparedness for war, and Governor McCall alluded to the existing situation as follows:

"We have not done so much here in Massachusetts as we have wanted to do but still we have tried to do something definite. The guarding of the railroad bridges and power plants is an important matter with us as we have some power plants in the State that furnish power giving employment to 200,000 people or more. We have important railroad bridges; we have the Hoosac Tunnel; and there was certain protection to be given at the Navy Yard, and protection also to a wireless plant. I tried in the first instance to give that protection by means of the District Police. We have not a large body of District Police and I supplemented them by calling out some companies of the National Guard. These companies that I called out had only recently returned from the

Border. They had been absent some four months, some of them longer than that. A good many of them had lost their positions by reason of their being absent. They had but recently reached home and had just secured employment. It was a personal hardship upon many of them to be called out again for service and to run the risk of losing their occupations again. It was a matter of emergency, and I therefore used some companies of the National Guard to give the necessary protection, and I sent a special message to the Legislature asking for the creation of a constabulary on the plan of our District Police. The Legislature very promptly responded with legislation and authorized a force which at its full strength will cost the State something like \$400,000 a year. It is only a force of a temporary character. The important thing that we have done here has been the appointing of a Committee on Public Safety. After careful consideration of the matter I appointed one hundred gentlemen on this committee. You have the names and the general scheme of organization. We are getting here just what they got in England; that is, bringing in men of large caliber to give their attention to the different ramifications of this problem. You have heard from Captain Rush, throwing some light upon what has been done with regard to the mobilization of our coast defenses, the registration of boats suitable for defense, finding out just what we could do. I think they have made a very effective advance in getting a pretty considerable force and a purely local force, for the defense of the coast. Perhaps the work of this committee can be much better put forth by the gentleman who is the chairman of the committee, Mr. Storrow, whom I have invited here to-day, and also the members of the executive committee working with him and giving their whole time to the matter."

On that day, perhaps for the first time in the history of the country, the governors of the other New England States met in conference¹ with the governor of Massachusetts in the Council Chamber, listened to a long talk by Major-General Leonard Wood, Commander of the Eastern Department, and held a general discussion of plans for placing New England on a war footing.

The meeting adopted the following declaration :

We, the undersigned Governors of the States of Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, and Connecticut, hereby pledge our support and the support of our respective States to the President of the United States in carrying out his announced policy to protect American lives and property upon the high seas.

To the end that this may be effectively accomplished, and that we may be able to defend American ships and American rights and the honor and integrity of our country, we urge upon the national government the supreme importance of recruiting the army and navy to a war footing, and of the immediate manufacture of ample military supplies and equipment and their speedy distribution among the depots in the various States so that in case of need they may be instantly available.

It is our profound conviction that the practical preparation which is necessary to enable even our present small army and navy to fight should be prosecuted with all possible vigor.

We urge upon our national government the necessity of making forthwith the most energetic preparation for national defense upon land and sea.

CARL E. MILLIKEN
HENRY W. KEYES
HORACE F. GRAHAM
SAMUEL W. MCCALL
R. LIVINGSTON BEEKMAN
MARCUS H. HOLCOMB

Following this conference the Governor addressed on March 19 the following message to the Legislature :

"I think I need not take the time to impress upon you the importance of putting the Commonwealth in a position where it may respond quickly and effectively to the call of the national government in the event of war.

¹ For further details see newspapers of March 13 and 14, 1917. See also newspapers of Oct. 18 and 19, 1917, for details of second conference of Governors.

While the problem of our common defense is national in its scope, yet if we can aid in its solution by the independent action of the Commonwealth I believe you will agree with me that it should be done.

In the mobilization of the National Guard last year there was serious delay on account of the inability of the Federal government to provide the necessary equipment for the soldiers. The same thing was true of the mobilization at the time of the Spanish war. We would do much to avert a similar delay if we should provide in advance the equipment necessary for the National Guard of our State at the war strength over what it is at the peace strength. Very much would be done also if we should take account of the resources of the Commonwealth so that we might secure their speedy mobilization in case of need.

The seriousness of this crisis impels me to ask your immediate consideration of the means whereby we may contribute by our own separate action to the preparation for the common defense. I recommend to you the appropriation of a million dollars, or such other sum as you may deem proper, to be expended in making provision for the defense of the Commonwealth and therefore the defense of the Nation. Whatever of this sum is not needed will not be expended, but if all or any part of it shall be needed it should be available at once. If war shall come, whatever we shall spend in preparation should in equity be returned to us by the national government. But in the first instance it devolves upon us to act upon our own responsibility, and I therefore recommend to you speedy action in making the appropriation for the purpose I have here indicated."

Immediate response was made, for on the same day the legislature voted appropriations. See Special Acts, 1917, Chapter 202.

During the preceding month, commencing the day of appointment, the Executive Committee of the Committee of Public Safety had begun carrying into effect the planning and activities which are related in the section following this, and those sections there referred to. These activities supported loyally by the Executive department and the General Court brought the Commonwealth of Massachusetts to the very fore in preparedness for the war.

MASSACHUSETTS COMMITTEE ON PUBLIC SAFETY

This Committee, the first of its kind to be established, was appointed by Governor McCall Feb. 9, 1917, and originally consisted of 100 representative citizens. The Executive Committee and its various sub-Committees carried on the work for the whole Committee, and the extent and success of this work can best be realized by reference to the Report of its Secretary, Hon. George Hinckley Lyman, entitled "The Story of the Massachusetts Committee on Public Safety—February 10, 1917—November 21, 1918," published in 1919. Mention of the activities of the Committee will be found under other heads in this volume, as Massachusetts National Guard, First Naval District, Preparedness, Halifax Disaster, Massachusetts Flying School, etc.

In anticipation of and preparation for war the Committee appointed sub-Committees on Land and Naval Forces, on Finance, Coördination of Aid Societies, Industrial Survey, Federal and State Legislation, Mobilization and Concentration Camps, Horse, Trucks and Motor cars, Publicity, State Protection, State Guard, Military Equipment and Supplies, Emergency Help and Equipment, Recruiting, Prevention of Social Evils, and as the war emergencies increased, on Military Organization Schools, Intelligence Work, Liberty Bonds, Dental, Chiropodist preparation; also special committees dealing with Saw-mill units, Medical and other preparation, Labor and Arbitration, Farm Service,

War Efficiency, Halifax Relief, Instruction of Disabled Soldiers, Transport, Americanization, Profiteering, Food Administration, Women's Activities, The Influenza Epidemic, and many minor committees to facilitate the work of the main committees. These committees were the gradual outgrowth of the necessities of the occasion, but the first named functioned from the beginning and performed invaluable services.

As an aid to comprehension of the work of the Committee on Public Safety the table of contents of Mr. Lyman's book is reproduced here.

MASSACHUSETTS COMMITTEE ON PUBLIC SAFETY

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The personnel of the chief committees as printed by Mr. Lyman was as follows:

EXECUTIVE COMMITTEE

James J. Storrow, Chairman.	Henry B. Endicott, Executive	Charles S. Baxter.
Charles F. Weed, Vice-Chairman.	Manager.	W. A. L. Bazeley.
Edmund W. Longley, Treasurer.	E. Bowditch, Jr., Assistant Secretary.	B. Preston Clark.
Guy Murchie, Secretary.	John B. Pierce, Assistant Secretary.	Walton A. Green.

COMMITTEE ON PUBLIC SAFETY

Levi H. Greenwood.
Robert F. Herrick.
Benjamin Joy.
George H. Lyman.
J. Frank O'Hare.

W. Rodman Peabody.
Gen. Gardner W. Pearson (*ex officio*).
James J. Phelan.
A. C. Ratshesky.

Joseph B. Russell.
Col. Jesse F. Stevens (*ex officio*).
John F. Stevens.
Gen. E. Leroy Sweetser (*ex officio*).
Mrs. Nathaniel Thayer.

ASSISTANT EXECUTIVE MANAGERS

W. A. L. Bazeley.
B. Preston Clark.
Wallace B. Donham.

Levi H. Greenwood.
A. A. Kidder.
E. W. Longley.

James J. Phelan.
A. C. Ratschesky.

COMMITTEE ON FINANCE

Col. William A. Gaston, Chairman.
Junius Beebe.
C. S. Bird, Jr.
Spencer Borden, Jr.
Charles L. Burrill.
W. Murray Crane.
Francis H. Dewey.
Allan Forbes.

Thomas B. Gannett.
W. G. Garritt.
W. E. Gilbert.
Joseph H. O'Neil.
Samuel D. Parker.
J. M. Prendergast.
Jos. B. Russell.

A. Shuman.
Philip Stockton.
E. V. R. Thayer.
Geo. R. Wallace.
F. G. Webster.
John E. White.
Daniel G. Wing.

COMMITTEE ON COÖRDINATION OF AID SOCIETIES

B. Preston Clark, Chairman.
Henry Abrahams.
Henry V. Cunningham.
Hon. Grafton D. Cushing.

David A. Ellis.
John F. Moors.
John L. Saltonstall.

Alexander Whiteside.
Capt. Porter B. Chase, Military
Representative.

COMMITTEE ON INDUSTRIAL SURVEY

Charles G. Bancroft, Chairman. Howard L. Rogers, Vice-Chairman. Charles G. Gettemy, Secretary.

COMMITTEE ON TRANSPORTATION

James H. Rustis, Chairman.

COMMITTEE ON HYGIENE, MEDICINE, AND SANITATION

Dr. Richard P. Strong, Chairman.
Dr. Allan J. McLaughlin, Chairman
(later).
Dr. Arthur A. Brown, Vice-Chairman.
Dr. Merrill E. Champion, Vice-Chairman.

Dr. Francis A. Finnegan, Vice-Chairman.
Dr. John S. Hitchcock, Vice-Chairman.
Dr. Adam S. MacKnight, Vice-Chairman.

Dr. Chas. E. Simpson, Vice-Chairman.
Dr. Howard A. Streeter, Vice-Chairman.
Dr. William W. Walcott, Vice-Chairman.

COMMITTEE ON FEDERAL AND STATE LEGISLATION

W. Rodman Peabody, Chairman.

COMMITTEE ON FOOD PRODUCTION AND CONSERVATION

K. L. Butterfield, Chairman.

John D. Willard, Secretary.

Austin D. Kilham, Secretary (later).

COMMITTEE ON PUBLICITY

Louis E. Kirstein, Chairman.

COMMITTEE ON LAND FORCES

Gen. Charles H. Cole, Chairman. J. Franklin McElwain, Chairman (later).

COMMITTEE ON STATE PROTECTION

Edwin U. Curtis, Chairman.

COMMITTEE ON NAVAL FORCES

Rob't W. Emmons, 2d, Chairman. Brooks Frothingham, Vice-Chairman.

COMMITTEE ON MILITARY EQUIPMENT AND SUPPLIES

Elwyn G. Preston, Chairman.

COMMITTEE ON EMERGENCY HELP AND EQUIPMENT

Charles R. Gow, Chairman.

COMMITTEE ON MOBILIZATION AND CONCENTRATION CAMPS

Gen. Wm. A. Pew, Chairman.

Wm. A. L. Bazeley, Acting Chairman.

COMMITTEE ON HORSES

T. G. Frothingham, Chairman.

COMMITTEE ON TRUCKS AND MOTOR CARS

Chester I. Campbell, Chairman.

Carl T. Keller, Chairman (later).

William T. McCracken, Secretary.

Roy D. Jones, Chairman (later).

Francis Hurtubis, Jr., Vice-Chairman.

COMMITTEE ON RECRUITING

Executive Committee.

John L. Bates, Vice-Chairman.

Michael J. Murray, Vice-Chairman.

P. A. O'Connell, Chairman.

W. L. Glidden, Vice-Chairman.

Edw. J. Sampson, Secretary.

COMMITTEE ON HOME GUARDS

Gen. John J. Sullivan, Chairman.

Samuel D. Parker, Vice-Chairman.

Capt. S. W. Sleeper, Vice-Chairman.

Food Committees

HOME ECONOMICS

Mrs. Nathaniel Thayer, Home Economics Director.

Mrs. Malcolm Donald, Chairman.
Women's Council of National Defense Food Committee.

Dean Sarah Louise Arnold, Ex-Chairman, Food Committee.

EDUCATIONAL DIRECTOR AND PUBLICITY AGENCIES

Daniel J. O'Connor, first named.

Grace E. Cobb.

Thomas J. Fenney.

Robert B. Kelty.

John F. O'Connell.

Mrs. Frederic E. Dowling.

Grace M. Burt.

RETAIL STORE PUBLICITY

George W. Mitton, State Merchant Representative.

Earle Power, Assistant.

Gertrude Chamberlain, Secretary.

PRINTING, SPEAKERS' BUREAU AND MOVIES

Arthur A. Kidder, Chief.

LITERATURE BUREAU

Louise W. Jackson, first named.

LIBRARY DIRECTOR

Edith Guerrier.

Mrs. Marian P. Libbey, Assistant.

Elizabeth Burrage, Assistant.

DIRECTOR OF SCHOOL AND COLLEGE ACTIVITIES

James H. Ropes.

Ada Comstock, Secretary of Volunteer College Workers.

BOSTON PRODUCE MARKETS

A. Presby Colburn.

Alice Parker, Field Agent.

STATE-WIDE MARKET SERVICE

E. Farnum Damon.

COMMUNITY MARKETS

George H. Burnett.

REGULATION DIVISIONS

Enforcement Division

W. Rodman Peabody, Counsel.

General Isaiah R. Clark, Assistant Counsel.
John E. Hannigan, Assistant Counsel.

Beatrice Vaughn, Secretary.

License Division

Z. C. Dickinson, Chief.

Alice McWilliams, Clerk.

Paul J. Sachs (in service), former Chief.

SAW MILL UNITS

<i>Price Division</i>		<i>Retail Price Committee</i>
Richard M. Everett, Chief, Assistant Food Administrator.	Mrs. W. M. Buckley, Secretary. Mrs. W. M. Wheeler, Chief of Price Reporting.	Charles F. Adams.
Henry C. Everett, Jr., Chief, Assistant Food Administrator.		

SUGAR DIVISION

Edward Wigglesworth, Chief, Assistant Food Administrator.

CEREAL DIVISION

Z. C. Dickinson, Chief.

BAKING DIVISION

Arthur N. Milliken, Chief.

Harriet Ross, Secretary.

County Captains of Bakers

Barnstable, Edward J. Sheehan.	Franklin, Louis A. Phelps.	Norfolk, William J. Gurley.
Berkshire, C. I. Bigley.	Hampden, Eugene A. Dexter.	Plymouth, A. C. Hastings.
Bristol, H. P. Dion.	Hampshire, J. A. Maloney.	Suffolk, C. J. McGovern.
Essex, Joseph Dube.	Middlesex, Victor A. Friend.	Worcester, A. Swanson.

HOTEL AND RESTAURANT DIVISION

Frank C. Hall, Chairman.

Mrs. Gertrude E. Simpson, Secretary.

TRANSPORTATION AND ADJUSTMENT DIVISION

William L. Putnam, Chairman.

Anna Griffen, Secretary.

FEDERAL FUEL ADMINISTRATION FOR NEW ENGLAND

James J. Storrow, Federal Fuel Administrator for New England.	D. H. Howie, Deputy. E. S. Kelley, Assistant.	E. W. Longley, Treasurer.
J. B. Pierce, Deputy and General Secretary.	A. G. Duncan, Special Assistant. J. F. O'Hare, Special Assistant.	W. R. Herlihy, Jr., Assistant Treasurer.

SAW MILL UNITS

One of the outstanding achievements of the Massachusetts Committee on Public Safety was the raising and equipping of Saw Mill Units for service in Scotland.

Col. William A. Gaston, president of the Shawmut National Bank and chairman of the Finance Committee of the Committee on Public Safety, received a telegram from Col. Vernon Willey of the British War Office, April 16, 1917, suggesting that America might help England in her effort to win the war by sending over skilled lumbermen to manufacture lumber for war purposes.

This was immediately brought to the attention of Messrs. Storrow and Endicott and in consequence at the instance of the Executive Committee Mr. Storrow cabled Col. Willey that New England gladly offered its services in assembling men and material for ten complete saw mill units, each unit to consist of 30 men, if the British government desired these outfits.

An immediate acceptance of these units was forwarded through the British Embassy at Washington, and confirmation followed by letter from the British Ambassador, Hon. Cecil Spring-Rice, dated May 15, 1917, in which he wrote:

"I have received a telegram from the Foreign Office stating that the War Offices accept with gratitude your generous offer of ten complete saw mill units for work in England. The War Offices request me to convey to you an expression of their high appreciation of the very welcome coöperation of the New England States in this matter, and I wish to add a word of personal thanks to the gentleman who initiated a movement of such practical importance to the successful prosecution of the great struggle in which our two Nations are so happily united."

In the meantime Mr. James J. Phelan formulated plans for procuring men and equipment which were approved by the Committee and later presented to a gathering of lumber men, who quickly organized a committee to carry through the project. Mr. W. A. Brown of the Berlin Mills Company was selected as chairman, Mr. Phelan as vice-chairman, Mr. F. W. Rane, State Forester of Massachusetts, secretary. Contributions were sought and received from 72 corporations, firms, and individuals in New England and five interests having head offices in New York. Headquarters were established at the State House. Many experienced men volunteered their services, and the support of the governors of each of the New England states was promptly secured.

Each of the New England states appropriated funds for the purposes, Rhode Island \$6200 and the others \$12,000 each. Private contributions amounted to \$52,975, and the Committee on Public Safety also contributed \$12,017.47, making a total of \$131,192, all of which was expended upon the procurement and equipment of ten portable saw mills, 120 horses, and about 350 men.

As soon as plans were sufficiently developed the Secretary of War was consulted concerning the project and he advised that the plan go ahead without further official authorization.

Each of the New England states furnished a unit, the others were furnished by private interests. The men were given individual contracts by the British government, expiring June 15, 1918, and providing for transport home for those who wished to return.

The units sailed from Boston, June 15, 1917, and proceeded to Halifax, where after a week's delay they sailed with a convoy, and safely reached Liverpool on July 4, although en route attacked by a German submarine.

Before leaving Boston, on the eve of departure, the party were given a banquet at the City Club, and were addressed by Governor McCall.

The first United States flag carried in England during the war by any organized body of Americans was carried by these units upon parading from the docks in Liverpool. This flag was flown over the Massachusetts Unit during the entire work in Scotland, and now is preserved in the State Library, the gift of Mrs. Arthur F. Blanchard, whose son served with the unit.

While in Scotland the units were under the direction of the Timber Supply Department of Great Britain, but were managed by their own foremen. The British War Office was greatly appreciative of the work performed by these New England Units and stated that they performed double the amount of work at less than half the cost to what other war organizations had accomplished.

When the units arrived in England, Mr. George S. Lewis, designated to represent the units, presented to the Hon. Arthur J. Balfour, the British Minister of Foreign Affairs, a letter of gift from each of the New England governors, formally presenting the units as a "gift from New England to Old England."

The units were located in Ardgay, Scotland, where they arrived July 5, and where they at once proceeded to erect their mills and barracks. On July 28 the first lumber was sawed. Seven of the mills were erected on the estate of Sir Charles Ross, and three on the Skibo estate of Andrew Carnegie. During the 9½ months of operation the mills produced about 20,000,000 board feet of lumber products, railroad ties, dimension lumber, mine props, etc.

The units were established under the direction of Mr. D. P. Brown, who was in charge until he returned to the United States to enter the army, when he was succeeded by Mr. Edgar C. Hirst, State Forester of New Hampshire. The assistant Manager and Chief

Engineer was Mr. Harry M. Hackett of Athol, Mass. The Y.M.C.A. provided a recreation center and personnel.

Toward the close of the contracts of the men, and upon the formation of the 6th Battalion of the 20th Engineers (Forestry), opportunity was given for as many of the Saw Mill Units personnel as desired to do so, to enlist in a company of that battalion, to be officered by foremen of the units. About 100 men enlisted. See under "20th Engineers." Other men of the units enlisted in the army and navy, and only about 150 returned to the United States under their contracts.¹

HALIFAX RELIEF EXPEDITION

On the morning of Dec. 6, 1917, two ships loaded with high explosives, anchored in the harbor of Halifax, N. S., collided, with resulting explosion which wrecked the city and killed and seriously injured thousands of persons.

These ships were the *Mont Blanc* and *Imo*. The explosion occurred at 9.05 in the morning.

At that time the U.S.S. *Old Colony*² was anchored in the harbor and received damage from the explosion. Nevertheless this ship at once sent a relief party ashore, consisting of 125 men who landed at 9.30 o'clock and was the first relief party to perform organized service. At 1 P.M. tugs drew the *Old Colony* to the Navy Yard and the ship was designated "His Majesty's Naval Hospital for the Port of Halifax," and was retained in that capacity until Dec. 17, when the last of the patients and nurses were sent ashore. During this time working parties were landed daily to aid in the relief work.

In the meantime the Commonwealth of Massachusetts had been active in practical relief measures. Word of the disaster reached Gov. McCall about an hour and a half after the explosion, but no details were obtainable nor was the extent of the disaster known. He immediately wired to the Mayor of Halifax asking for information and stating that "Massachusetts stands ready to go to the limit in rendering every assistance you may be in need of."

A meeting of the Committee on Public Safety was called at 2.30 in the afternoon. More than 60 of the 100 members were present. Up to that time and for some time later no further definite information could be had. It was decided unless news came to the contrary that a relief expedition be started without waiting for further information.

The Acting-Surgeon General of Massachusetts, Dr. William A. Brooks, chief of the Medical Department, State Guard, organized a Base Hospital Unit, and the receiver of the Boston & Maine Railway, Mr. Hustis, promised a special train within thirty minutes after notification of its need.

¹ For further details see "New England Saw Mill Units, for service in Old England and on the Continent" 1918, and "Report of Massachusetts Committee on Public Safety."

² The *Old Colony* was formerly in the passenger and freight service between Boston and New York. She was taken over by the Navy and sent to the Navy Yard at Charlestown to be refitted to enable her to proceed to England, where she was to be delivered to the British Government. She left Boston for London via Halifax, Nov. 21, 1917, and reached that port the following afternoon. She was waiting sailing orders when the explosion occurred.

After acting as an emergency hospital ship she docked Jan. 17, 1918, at Dartmouth, N.S., and became U.S. Receiving ship at Halifax, while repairing damage caused by the explosion. On May 10 the *Old Colony* sailed without escort and on the evening of May 17 reached Bear Haven, Ire., and on leaving there under escort of two American destroyers was attacked by a German submarine, but reached Plymouth safely and later London, May 27. On May 31 the ship was delivered to the British Admiralty. Many of the crew of the *Old Colony* were naval reservists shipped at Boston.

At ten o'clock that night the relief train left Boston, carrying the surgeons from the State Guard, and nurses, medical and other supplies and food, all under charge of Mr. A. C. Ratschesky, and accompanied by Mr. John F. Moors in charge of the Red Cross contingent.

Gov. McCall appointed a "Massachusetts Halifax Relief Committee" with Henry B. Endicott as chairman; James J. Phelan, vice-chairman; Matthew Luce, secretary; and Robert Winsor, treasurer, and fifteen other members.¹

Funds were raised by a popular subscription. A total of \$716,477 was made available, of which \$452,618 was expended for clothing and other supplies prior to July 1, 1919. This was in addition to private contributions of clothing and other necessities, including roofing and other building materials.

In the meantime a public meeting was held at Faneuil Hall, and various committees worked with zeal and efficiency.

Two ships were dispatched from Boston loaded with relief supplies of every nature, the *Calvin Austin*, loaned by the U.S. Shipping Board, on Dec. 9, and the *Northland*, loaned by the Eastern Steamship Co., on Dec. 11. An emergency wrecking crew fully equipped sailed on the *Calvin Austin*, and on the *Northland* were shipped ten motor trucks with drivers. These trucks were under command of Capt. J. Hathaway, A.-de-C. to the Governor, and proved to be of great service.

The relief party which left Boston Dec. 6 arrived at Halifax the morning of Dec. 8, having experienced great difficulties from snow blockades, for one of the severest storms of the winter was encountered. Here they found the streets obstructed with debris and snow, and that theirs was the first medical relief party to arrive. It contained 10 surgeons from the Massachusetts State Guard, 10 nurses, 2 members of the State Q.M.C., and members of the Massachusetts Red Cross.

Headquarters were opened at the City Club. Members of the Hospital Unit were sent to different sections of the city.

The Bellevue Building, partly wrecked, was taken over, and assisted by a detail from the U.S. *Old Colony*, and Canadian troops, was made ready for an emergency hospital. On the evening of the 8th an operating room and wards with 100 beds were ready. These wards were fitted with supplies brought on the train. Sixty patients were received that evening. The American flag was raised over this hospital the following day.

The Massachusetts Red Cross Unit also established a hospital, and was assisted by the Rhode Island Unit. Many volunteer physicians and nurses who had come in from Maine contributed greatly to the success of the relief work.

The interest of Massachusetts in the sufferers by the Halifax disaster did not cease with the first aid measures taken. For over a year the Committee was in constant touch with the situation and worked in connection with other agencies. A five-year constructive health program was undertaken, at an estimated annual expense of \$75,000, of which the Massachusetts Halifax Relief Committee assumed two thirds the cost, the balance being assumed by the Canadian Government, the Province of Nova Scotia, and the city of Halifax.

The casualties following the explosion were approximately 1800 dead, 10,000 injured, many fatally. More than 2500 homes were totally destroyed, as were very many business buildings. A large number of public and private edifices very badly damaged. The loss exceeded \$30,000,000.

¹ See Report of Massachusetts Committee on Public Safety, p. 191. The story of the work of this committee will be found at length in that publication, pp. 189-212, from which this summary is principally taken.

THE ADJUTANTS GENERAL OF MASSACHUSETTS DURING THE WORLD WAR

The office of Chief of Staff of the Commander-in-Chief of Military Forces of Massachusetts, with the title of The Adjutant General, was filled during the period of the World War by the following officers:

Brigadier General Gardner W. Pearson of Lowell, appointed Aug. 5, 1916, held office until March 16, 1917. General Pearson was born in Lowell, Sept. 4, 1869. He attended Lowell High School and Massachusetts Institute of Technology. Enlisting in C company, 6th Infantry, Massachusetts Volunteer Militia, July 12, 1897, he served with that company until Jan. 4, 1911, as corporal, sergeant, second lieutenant, first lieutenant, and captain. With this company he was mustered into Federal service in the Spanish-American War May 13, 1898, with the rank of sergeant; was promoted to sergeant-major, and to second lieutenant, and was mustered out Jan. 21, 1899. He was appointed Brigadier General, The Adjutant General of Massachusetts, Jan. 5, 1911. He retired, at his own request, with the rank of Brigadier General, May 3, 1914. He was appointed from the retired list to the position of The Adjutant General, Aug. 5, 1916, and returned to the retired list Mar. 16, 1917. General Pearson served as senator in the Massachusetts Legislature in 1920.

Brigadier General E. Leroy Sweetser of Everett was appointed Acting The Adjutant General, in addition to his duties as Commanding Officer of the 2d Brigade, Massachusetts National Guard, March 16, 1917, and served until called into Federal service July 25, 1917. General Sweetser, an attorney-at-law, was born in Medford, Mass., Sept. 25, 1869. He enlisted in L company, 5th Infantry, Massachusetts Volunteer Militia, March 13, 1893, and served with this company as corporal, sergeant, first sergeant, until March 20, 1900, when he was elected captain, B company, 8th Infantry. He served as Major and Colonel of the 8th Infantry until March 20, 1913, when he was elected Brigadier General of the 2d Brigade, which rank he held until Aug. 5, 1917. Pending the reorganization of the National Guard after the World War he was appointed Brigadier General of the 2d Brigade, Massachusetts National Guard. General Sweetser served in the Spanish-American War with L company, 5th Massachusetts Infantry, from June 20, 1898, to March 31, 1899, being promoted from first sergeant to second lieutenant in E company; at the Mexican Border as Commanding Officer of the 2d Brigade of Massachusetts Infantry from June 18 to Nov. 24, 1918; and in the World War as Brigadier General from July 25, 1917, to Feb. 5, 1919. He was in command of the 26th Division Depot Brigade and later of the 39th Infantry Brigade, 20th Division. He commanded the 20th Division at the time of the Armistice and had received overseas orders. After the World War he was appointed head of the Department of Labor and Industries of Massachusetts.

Brigadier General Jesse F. Stevens of Wollaston was appointed The Adjutant General of Massachusetts July 25, 1917. He was born in Randolph, Mass., Sept. 27, 1869. Enlisting in the First Corps Cadets, Nov. 11, 1887, he served as corporal, sergeant, and first sergeant until April 16, 1900, when he was elected a second lieutenant. He served as second lieutenant, first lieutenant, and major until Jan. 1, 1908, when he was appointed lieutenant colonel in the Inspector General's Department. He was transferred to the National Guard Reserve April 24, 1917, and placed on the retired list as lieutenant colonel May 25, 1917. He was detailed by orders from April 24 to July 25, 1917 to active duty in The Adjutant General's Office and while so acting was appointed The Adjutant General of Massachusetts. He was chairman of the Commission on History of Massachusetts in the World War during the preparation of the report of the Commission and until succeeded Jan. 8, 1931, as The Adjutant General by Lt.-Col. John H. Agnew.

THE NATIONAL GUARD OF MASSACHUSETTS

1916-1920

The Massachusetts Volunteer Militia ever since its organization had consistently aimed to be an efficient body of state troops, notwithstanding the difficulties often met with during long intervals of peace. When having complied with the requirements of the Dick Bill so called, passed by Congress in 1903, and the Volunteer Militia had become known as the National Guard, the War Department found in the excess of infantry then existing the opportunity for the organization of a regiment of field artillery, a pioneer battalion of engineers, two additional companies of coast artillery, an ambulance company and a field hospital, and so advised the state authorities.

At this time the Massachusetts National Guard formed a part of the 5th Division (National Guard), U.S.A., and was fully organized and equipped for field service as prescribed by the War Department, and plans were being carried out to provide a reserve of equipment so that every organization could be equipped at full war strength.

During 1914 the strength of the state forces had increased 1084 men. In 1914, the 2d Corps Cadets, being excess infantry, was reorganized as a battalion of field artillery and combined with the 1st battalion, organized in 1871, to form a regiment.

The National Defense Act of 1916 forbade any state from maintaining a military force other than specified in the Act. Less than a month after this Act became operative, the mobilization of the National Guard was ordered for service at the Mexican Border.

The 2d Hospital Company and 2d Ambulance Company were formed for service at the Border, and the Signal Company expanded to a battalion. During 1916 the National Guard, less the Naval Militia, increased in strength 1986. The Naval Militia added 778 men and 64 officers to its strength.

Upon the call of the President, June 18, 1916, upon the National Guard for service at the Border, Massachusetts responded with 275 officers and 5152 men on June 27-28, followed by 7 officers and 1949 men on July 10, and additional men between that date and Sept. 1, until there were in the service of the United States at the Border, 296 officers, 7777 men.

STRENGTH OF OFFICERS AND MEN SHIPPED TO BORDER FROM FRAMINGHAM, MASS., CAMP.

	JUNE 27-28		JULY 10		JULY 26		SEPTEMBER 1		TOTALS	
	O.	E.	O.	E.	O.	E.	O.	E.	O.	E.
2d Brigade Hq.	2								2	
2d Infantry	47	923	1	539	26		11	48	1499	
5th Infantry	51	895	2	340 ¹	49		20	53	1304 ¹	
8th Infantry	49	902	2	501	76		29	51	1508	
9th Infantry	47	906	1	488	83		16	48	1493	
1st Field Artillery	45	954	1	15 ¹	25		32	46	1026 ¹	
1st Squadron Cavalry . . .	16	297		55 ¹	15		21	16	388 ¹	
1st Field Bn. Signal Troops	8	137		5 ¹	9		3	8	154 ¹	
Ambulance Co. No. 1 . . .	5	71		6 ¹			5	5	82 ¹	
Ambulance Co. No. 2 . . .							4	71	4	71
Fld. Hosp. No. 1								2	5	69
Fld. Hosp. No. 2	5	67					6	69	6	69
Dental Corps							4		4	
Recruits from Fort Banks								114		114
	275	5152	7	1949	0	283	14	393	296	7777

¹ Approximate. The 5th Infantry train on July 10 contained 421 men, a part of whom were members of 1st Field Artillery, 1st Sq. Cav., 1st Signal Bn., and Amb. Co. No. 1. The exact number for each organiza-

THE NATIONAL GUARD

In addition to the above figures, Maj. Jenkins, M.C., and Lt.-Col. Davis, 1st F.A., left for Border separately under orders H.E.D. Also 1 enlisted man field artillery.

(Sgd) C. A. STEVENS,
Major, Adjutant General's Dept.
Adjutant.

Most of the Massachusetts troops were recalled from the Border in November, and mustered out from the United States service that and the following month.

The strength of the Massachusetts National Guard on Dec. 31, 1916, was 485 officers, 9164 men, exclusive of the Naval Brigade, consisting of 64 officers, 778 men.

Governor McCall encouraged the Military Department in its efforts to obtain an efficient division organization and also urged that the Massachusetts units of the division be recruited to the greatest strength permitted.

The following correspondence and telegrams extending from late in 1916 to the declaration of war illustrate the difficulties met with in obtaining Federal authority to increase the efficiency and numbers of the National Guard. It was to find a remedy for this condition so far as practical; to meet the situation so far as Massachusetts was concerned, while complying with the limitations placed upon State action by Federal powers, that the Committee on Public Safety first turned its attention.

"Why wait upon Washington," if there were steps in preparedness which the state could take, was the sentiment which began to spread among all classes of the population. War was surely about to come and the failure of the Administration to make seasonable preparation was realized by an ever growing number of citizens.

December 29, 1916.

From: The Adjutant General, Chief of Staff.

To: The Chief, Militia Bureau.

Subject: Formation of Fifth Division.

1. I am directed by The Commander-in-Chief to strongly urge that under the authority of Section 64, National Defense Act of June 3, 1916, the Fifth Division, including the five New England States, be organized as soon as possible and that a commanding officer, together with suitable administrative staff, be assigned thereto. It is further recommended that where parts of regiments, brigades, or similar organizations exist in the different States, commanding officers and necessary administrative staff officers be assigned to duty and such units be organized.

2. It is believed that the work of instruction can in this manner be much better coördinated and that by the creation of such a division many matters can be taken up with the division commander, which otherwise must be handled from the War Department, and that a very desirable decentralization will result.

(Signed) GARDNER W. PEARSON,
Brigadier General.

Jan. 25, 1917.

From: The Adjutant General, Chief of Staff.

To: Chief, Militia Bureau, Washington, D. C., also to Commanding General, Eastern Department, N. Y.

Subject: Formation of Fifth Division; Maintaining War Strength; Drill by Detachments.

1. It is earnestly urged that the 5th Division, including the six New England States, be organized at once with a commanding general and suitable staff officers.

2. It is also earnestly urged that the organizations be maintained at war strength in preference to adding a large number of skeleton organizations. It is believed that after the required number of tactical units for the division have been established, no more should be created, but that the

tion was not received at office of the Mustering Officer. From daily strength reports should be approximately as given above. (CAS)

division should be maintained at all times at as nearly war strength as the terms of the National Defense Act will permit.

3. It is also earnestly urged that regulations be adopted which will permit detachments of a company, troop, or battery to be located and drilled at sub-stations away from the regular station of the company. This is for the reason that with the increase in strength many smaller cities and towns which could maintain a strength of, for instance, 65 men per company, would have difficulty in maintaining 142. Of course, credit should be given for such detachment drills as counting on the 48 contemplated by the National Defense Act.

4. At a recent meeting of five of the six Adjutants General of the New England States, the three recommendations above indicated met with unanimous approval.

By direction of the Commander-in-Chief:

(Signed) GARDNER W. PEARSON,
Brigadier General.

(No replies were received to these letters.)

Feb. 2, 1917.

From: The Adjutant General, Chief of Staff.

To: The Chief, Militia Bureau, Washington, D. C.

Subject: Authority to maintain enlisted strength in excess of that authorized by National Defense Act.

1. The Commander-in-Chief instructs me to request authority to maintain the units of those organizations mustered into Federal Service under the call of the President, dated June 18, 1916, at the strength which was authorized in the call of the President, namely:

Company of Infantry — one hundred and forty-two
Troop of Cavalry — one hundred
Battery of Field Artillery — one hundred and seventy-one
Company of Signal Corps — seventy-five
Field Hospital Company — sixty-seven
Ambulance Company — seventy-nine

2. Authority is also requested to requisition for and have issued to the State, the necessary equipment for the excess number over that called for in the National Defense Act.

3. Authority is also requested to requisition for and have issued to the State, to be held at the State Arsenal, the necessary equipment to care for the difference in strength between peace and war strength.

(Signed) GARDNER W. PEARSON,
Brigadier General.

JFS:B

325.44-Mass.

1st Ind.

War Dept., Militia Bureau, Feb. 13, 1917. To the Adjutant General of Mass.

1. There seems to have been some misunderstanding as to the authority to maintain units at greater strength than that authorized in Cir. 31, Militia Bureau, 1916. It was intended to allow organizations to be maintained at the strength at which they were returned from Federal Service, not the strength to which they might have been brought while in Federal Service. This authority was to be given in each specific case, to avoid weakening units by transfers or discharges. Also, in such cases it was taken for granted that an organization that returned with a certain strength from Federal Service would have with it the necessary equipment for its entire existing personnel.

2. The appropriations available for the National Guard for the fiscal year 1917 are not sufficient to pay and equip all organizations at war strength, but, with economy, they may suffice for those organizations that are to be maintained at the strength existing at date of return from Federal Service. It is thus impractical at this time to supply the necessary equipment to raise all organizations from peace to war strength.

3. The authority heretofore granted, and repeated in this communication, is not to be taken

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as of a general nature, but is to be made effective on specific application for a specific organization, with a statement of the numbers to be maintained in each regimental or other separate unit.

By direction of the Secretary of War :

(Signed) WM. A. MANN,
Brig.-Gen., G.W., Chief of Bureau,
By G. W. McIver,
Colonel, Infantry.

On March 30 the Secretary of War suspended all recruiting.

Notwithstanding the obstacles placed in the way of recruiting, an active campaign for recruits for the Guard units was begun March 24, 1917, and with the help of the Massachusetts Committee on Public Safety within six days 1191 recruits had been obtained. On March 24 the strength of the Guard was 9171. This strength had grown to 15,908 men and 502 officers on July 25, 1917, when the National Guard was called into Federal service. In addition to the above the Naval Militia had a strength of 947 officers and men.

The organized military strength of the State March 1, 1917, was 9950 officers and men, as shown by the appended tabulation :

	WAR STRENGTH			ACTUAL STRENGTH	
Adj. Gen. Dept.	4			4	
Insp. Gen. Dept.	5			5	
Judge Adv. Gen. Dept.	2			2	
Q.M. Dept.	2			2	
Q.M. Corps	10	10		10	8
Medical Corps	55			40	
Med. Reserve Corps	20			5	
Dental Corps	9			8	
Veterinary Corps	3			3	
Ordnance Department	1	1		1	1
Eng. Corps	2			2	
Hq. Brigades	4			4	
Coast Artillery	51	1343		51	924
2d Regt. Infantry	55	1860	1499	56	1449
5th Regt. Infantry	55	1860	1304	52	1227
6th Regt. Infantry	55	1860	1322	48	872
8th Regt. Infantry	55	1860	1508	52	1418
9th Regt. Infantry	55	1860	1493	47	1384
1st Corps Cadets	16	401	400	16	154
1st Sq. Cavalry	15	404	388	17	348
1st Regt. Fld. Arty.	41	1129	1026	41	961
1st Fld. Bn. Sig. Corps	8	163	154	7	152
1st Amb. Co.		79	82	4	78
2d Amb. Co.		79	71	4	66
1st Fld. Hosp. Co.		67	69	5	67
2d Fld. Hosp. Co.		67	69	7	63
Naval Militia	63	963		63	778
	586	14,006	10,737 ¹	556	9950
Officers and Men,	14,592			10,506	

The method followed by the Committee on Public Safety in aiding in the recruiting of men for the National Guard is outlined in the following report of the sub-committee on recruiting, dated June 8, 1917 :

¹ 1574 recruits were needed to bring the strength of land forces to that authorized in peace, and 3811 to the war strength.

"When the Massachusetts Committee on Public Safety organized, they fully realized that if there was to be war, one of the most important branches of service would be the military, and in order to obtain men a Recruiting Committee was necessary.

As a basis for the formation of such committee the Executive Committee of the Public Safety Committee selected from the various parts of the Commonwealth about two hundred capable and public-spirited men, and from this number a chairman, three vice-chairmen, a secretary, and executive board of twelve were appointed.

The Executive Board promptly met and decided that in order to be an effective working organization it would be necessary to form sub-organizations in every city and town of the Commonwealth. Consequently in the divisional parts of the State known as counties there were appointed County Chairmen, the appointment of whom carried with it membership on the Executive Board.

The duties of the County Chairmen were to supervise, direct, and produce recruiting results in each county. They were expected to form sub-committees in their respective cities and towns, using as a nucleus the members of the original Recruiting Committee; but before their appointees were accepted it was necessary to submit their names to the Executive Committee on Recruiting, who in turn submitted the names to the Executive Committee of the Public Safety Committee. By acting in this manner the parent organization at all times kept in close touch with the complete organization and made certain of its desirability.

A meeting of the General Committee was held at the State House. The chairman outlined to all present the plan of organization, the objects and scope of the work, and what in his opinion were the best methods to obtain results.

County Chairmen especially, and in fact all members of the Recruiting Committee, were requested to acquaint themselves with the various branches of service desired by the Government, and be prepared in a general way to answer questions or offer suggestions.

A Secretary was appointed, who has given all of his time from 9 A.M. to 5.30 P.M. each day to the details of the work, answering correspondence and giving information to the hundreds of people who called seeking information.

Meetings of the Executive Board were held three times each week, at which times was discussed the progress that had been made in each section, and what were the effective methods of obtaining recruits. When three meetings were unnecessary, bi-weekly reports in writing from each Chairman were furnished.

Favorable publicity was found to be the thing most needed, and every effort was made to obtain same. Proprietors of the various newspapers were interviewed and favorable editorials obtained.

Hotel and theatrical men were interviewed and impressed with the importance of placing the soldier and sailor in a more favorable light, and their coöperation was immediate and loyal.

Advertising of various kinds and public speaking at patriotic meetings and flag raisings were arranged. A Speakers' Bureau was organized, and whenever a flag raising or patriotic meeting was held in any part of the State outside speakers were furnished, who urged the boys to join the colors.

Recruiting tents were placed at advantageous places and daily addresses made, oftentimes a band concert being furnished by the regimental bands.

Posters stating 'Men Wanted for the National Guard between the Ages of 18 and 30, with no Dependents' were gratuitously placed upon the dashers of all the street railway cars in the Commonwealth, and liberally placarded in all sections.

Four-page circulars, explaining about 'Men Wanted to Join the Colors,' were printed in large numbers and distributed by the merchants, the New England Telephone and Telegraph Company sending out about one quarter of a million with their monthly bills.

Advertisements were inserted on the front page of all the daily papers in the Commonwealth at an expense of about \$3500, stating 'Red-Blooded Men Wanted to Serve Their Country.'

Church organizations were asked to talk on the subject of recruiting and patriotism, and they did so willingly from one end of the Commonwealth to the other.

Automobiles were equipped and addresses made from same, urging young men to join the National Guard in their local town.

Patriotic young men were offering themselves for service and being rejected, and they had nothing to show for their action. The Recruiting Committee thought such men ought to receive some consideration. Consequently the 'Willing and Ready' button was designed, thousands purchased and distributed, and legislation enacted to protect the wearing of same.

Poster designs were obtained and the Committee held themselves in readiness to use them, but the enlistments came so rapidly that the expense of obtaining them was deemed unnecessary.

Daily records were received by telegraph at the Adjutant-General's office as to the standing of the National Guard Companies in the Commonwealth, and where a unit showed weakness forces were concentrated and results obtained.

In the early part of our campaign considerable objection was raised because men enlisting in the National Guard were obliged to sign for a six-year term, three years in active service and three in the Reserve; so the Recruiting Committee, in conjunction with the Public Safety Committee and the Governor, did what they could to change the period of enlistment 'for the duration of the war.'

The Recruiting Committee deemed it wise to advocate universal compulsory military training and service, and a vote was passed calling upon every Chamber of Commerce or Board of Trade in the Commonwealth to urge their Representatives in Congress to enact such legislation.

Instructions were issued to quickly report any espionage cases to the Executive Board, who in turn would care for them.

The Committee kept in close touch with the Publicity Committee, who disseminated news through the press, urging recruiting. When the National Guard was called to do guard duty at the railroads, canals, etc., they were allowed forty cents a day for food per man, and inasmuch as they could be fed with warm food at the armories, our committee, in conjunction with the Transportation Committee, obtained more or less free transportation for the soldiers to and from their post of duty. The Boston Elevated Railway and the New York, New Haven & Hartford Railroad showed an exceptionally fine spirit in this matter.

Recruits were being rapidly obtained and complaints were being received that there were no uniforms ready to equip them. The matter was taken up with the Executive Board of the Committee on Public Safety and results immediately produced.

Recruiting for the regular Army was not showing the activity that the War Department thought it should, but we attributed this reason to the fact that the National Guard of Massachusetts was one of the finest in the Union and the young men had a strong preference for it. Because the Guard had received its full peace strength, enlistments were stopped, but the young man was willing to take his chance and wait for orders for the National Guard to enlist to full war strength before offering himself for the regular Army. Assistance was given to army recruiting, tents, bands, and public speakers being furnished, and results were obtained.

When matters quieted a little, immediately the question was asked by members of the Recruiting Committee, 'What can I do?' and the Executive Board instructed them to 'Hold yourself in readiness to perform whatever service your State or Nation may call you to perform.'

The Quartermaster's Reserve Corps of the United States Army was anxious to quickly obtain high grade civilian help such as chauffeur, mechanics, clerks, stenographers, overseers, cooks, teamsters, etc., and they asked the Executive Committee of the Public Safety Committee to grant them the privilege of working through the Recruiting Committee, which was granted. As an example of the effectiveness, it can be said that in two weeks' time a sufficient number of men were obtained to fill all the units asked for by the War Department.

The Executive Board of the Public Safety Committee, in addition to our recruiting for the Army and Navy and National Guard, decided that we could assist in recruiting purchasers for the Liberty Bond. Our Committee took up the work vigorously, and at the present writing we feel that partly through the activities of our Committee some Liberty Bonds will be placed in every home in the Commonwealth where they can afford to purchase them.

Too much credit cannot be given to the County Chairmen of the organization for the splendid

work which they are doing, at all times showing in the finest possible patriotic manner the willing and ready spirit."

On March 30, 1917, the Governors of all the New England States,¹ having accepted the suggestion of Governor McCall, sent the following telegram to the Secretary of War:

"Request permission to recruit at once all New England military units to war strength. If permission is granted expect to have recruits within a short while."

To this telegraphic request Mr. Baker, then Secretary of War, replied as follows:

Washington, D. C., March 31, 1917.

My dear Governor:

The joint telegram signed by you and the other New England Governors reached me last night. I at once conferred with the Chief of Staff and the Chief of the War College about the suggestion made, and sent you a reply as follows:

"Telegram received. As Congress meets on Monday and legislation will be recommended affecting term of enlistment of National Guard, and as quartermaster's supplies and equipment are necessarily depleted by reason of Mexican mobilization, it is deemed wiser not to proceed with recruiting until policy of Congress with regard to proposed legislation is ascertained. Letter follows."

The National Guard is rapidly being called out throughout the country. We are making large purchases of supplies and equipment in spite of the fact that the Congress, at its last session, made no appropriation for the purpose, but it seemed wiser to suggest deferring for a few days the mobilization to war strength in the New England regiments until we could see just how far such National Guard troops are going to be needed throughout the country in other states for domestic purposes.

In addition to this, the legislation which the Department is prepared to lay before Congress has as one of its main objects the equalization of the terms of obligation for men in the Regular Army, the National Guard, and such additional force as Congress may authorize. If you were to proceed at once to recruit the National Guard to war strength, it would bring into the New England regiments large numbers of men who would have the Federal obligation as now provided in the National Defense Act, while in other states, which delayed their recruiting until Congress acts, an entirely different, and, as we think, more favorable form of obligation would be required. This would necessitate either releasing all of the New England men from their present obligation and reënlisting them under the new form, or would continue in the Army men under unequal obligations.

If the urgency of the situation in New England is such that in your judgment, in spite of these difficulties, recruiting to war strength ought to proceed at once, I would be very much obliged if you would let me know, so that I can take it up with General Wood and my associates here, and give fresh consideration to the subject in deference to your judgment.

Cordially yours,

(Signed) NEWTON D. BAKER,
Secretary of War

On April 6, the day war was declared, a request was again made by Governor McCall as follows:

"All commands in Massachusetts recruited to peace strength and recruiting practically at standstill now. Think it very important to authorize increase to war strength at once. Trust Congress will immediately authorize both equalization of and reduction of term of enlistment."

This telegram elicited the following reply:

¹ Samuel W. McCall, Massachusetts; Marcus H. Holcomb, Connecticut; Horace F. Graham, Vermont; Carl E. Milliken, Maine; Henry W. Keyes, New Hampshire; R. Livingston Breeckman, Rhode Island.

"Washington, D. C., April 7, 1917.

"Reference your telegram April 6th. There is no change in situation since previous communication to you and National Guard organizations will not be recruited to maximum war strength.

"McCain."

In the meantime, every effort possible was being made by Massachusetts to obtain by requisition on the Federal Government equipment needed to supply the Massachusetts National Guard at peace strength. Mr. Wallace B. Donham, by personal attention to this matter, secured the coöperation of the Militia Bureau in Washington and the Quartermaster General's Office. The State was permitted to purchase equipment of the Quartermaster General. Thus, when the Massachusetts troops were called into the Federal service, the State had been able to practically equip the entire State force. That the Guard units in the state lacked proper equipment, although requisitions had been made on the Federal Government in November, 1916, for quartermaster supplies, was largely due to technical requirements regarding the transfer of property accountability which had prevented the charge against funds allotted to the state.

EXTRACT FROM A REPORT OF THE COMMITTEE ON PUBLIC SAFETY

The following would seem to be the principal concrete accomplishments of our Committee since the date of the last report:

(1) *Military Equipment:*

Through the efforts of our Committee, requisitions for equipment for the National Guard aggregating \$200,000, were honored at Washington. This was the last allotment made by the Militia Bureau before the War Department issued instructions that no further allotments were to be made, Congress having adjourned without making the necessary appropriations.

We then lacked about \$750,000 worth of equipment. The War Department finally agreed to issue this equipment if Massachusetts would agree to pay for it if the Federal Government did not.

The agreement was made, and as a result the necessary equipment for full war strength of the Massachusetts National Guard was obtained.

Our sub-committee on Military Equipment and Supplies has also purchased most of the equipment (uniforms, etc.) that will be needed by the Home Guard.

On their first night on duty, the soldiers of the Ninth Regiment, guarding railroad bridges in Boston and at the Watertown Arsenal, were forced to sleep on the ground. The next day, the attention of the Committee being called to the matter, wooden floors were provided for the tents and in some instances the men were provided with election booths loaned by the City of Boston.

A day or two later a snow storm — unusually severe for April — caught the soldiers unprepared and without overshoes or rubbers. These were immediately supplied by the Committee. Cost \$1300.

We have also supplied to the Ninth Regiment \$550 of medicine.

We have also furnished finger print outfits, and dental equipment for the National Guard. (See *infra*.)

(2) *Recruiting:*

Mr. Sampson of the Recruiting Committee has furnished me with figures as to the number of men recruited in Massachusetts for the regular army and the National Guard; also with a statement as to the general work of his Committee. (See Exhibit A and B, annexed hereto.) . . .

(11) The Committee has been instrumental in completing arrangements for the purchase of Liberty Bonds by the members of the National Guard. As a result of these arrangements 8828 bonds, aggregating \$441,400, were purchased by members of the National Guard.

(12) The Committee has also contributed \$5000 towards defraying the cost of purchasing the necessary equipment and supplies for Dr. Harvey Cushing's Harvard Base Hospital Unit Number Five, now at the front in France. . . .

In reference to the recent campaign for obtaining recruits for the regular army, I would say that in ten days we obtained approximately 900 men, and when full credit is given for the men who signed up, 90 per cent of the Massachusetts quota will have been obtained. The war quota is 6732 men. July 5th, 5791 were obtained, leaving a balance of 941. Of this latter number quite a few have signed up, but we do not count them until they are sent forward to Fort Slocum. There is no question but the full quota will be obtained within a week or ten days.

The following information was obtained from General Sweetser this day :

Comparative size of National Guard where States have obtained full war quota :

California	About one third size Mass. N.G.
Idaho	1 regiment, 2002 men; about one tenth size Mass.
Illinois	Little less than size of Mass.
Indiana	Less than one fourth size of Mass.
Michigan	About one fourth
Montana	Less than 1 regiment; one tenth size Mass.
Nebraska	One eighth size of Mass.
Nevada	Has no National Guard.
Oregon	Less than one ninth size of Mass.
Pennsylvania	About twice as large as Mass.
Utah	One twelfth size of Mass.
Wyoming	One twelfth size of Mass.

The full war strength of our National Guard is approximately 16,300, and it is practically all obtained, the company commanders keeping places open in order that they may get artisans, cooks, blacksmiths, etc.

You will notice to July 4, 1917, Maine has obtained for the regular Army 621 men

New Hampshire,	341 men
Vermont,	82 men
Rhode Island,	510 men
Connecticut,	1317 men

making a total of 2871. In other words, with the Massachusetts total of 5791, Massachusetts has obtained more than twice as many as all the rest of New England together."

The 2d and 9th Infantry were called into Federal service March 25, 1917, for the purpose of guarding public utilities, and on March 30, the 6th Infantry. These troops were placed on duty in many places, guarding bridges, and points along the railways where damage might easily be done by enemy sympathizers, and used as guards over government property. During this tour of duty 10 men lost their lives while carrying out their duty.¹ The conditions under which this service was done were in some instances a fair foretaste of what was to be expected in active service.

Several units of the Naval Militia were called into Federal service prior to the call of the entire body on April 6.

On July 25, 1917, the Massachusetts Volunteer Militia consisted of the following organizations :

National Guard :	Ordnance Department
Adjutant General's Department	1st Field Signal Battalion
Inspector General's Department	Coast Artillery Corps
Judge Advocate General's Department	1st Brigade Headquarters
Quartermaster Corps	2d Regiment of Infantry
Medical Department	6th Regiment of Infantry

¹ While still attached to organizations of the Massachusetts National Guard 22 men died after being called out.

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2d Brigade Headquarters	1st and 2d Field Hospital Companies
5th Regiment of Infantry	1st and 2d Ambulance Companies
8th Regiment of Infantry	
9th Regiment of Infantry	Naval Militia:
1st Regiment Field Artillery (including 2d Corps Cadets)	Headquarters,
2d Regiment of Field Artillery	10 Deck Divisions
1st Regiment of Engineers (1st Corps Cadets)	3 Engineer Divisions
	1st and 2d Companies Marines

On July 25, 1917, all the remaining National Guard in the Northeastern department, with the exception of the State staff corps and departments, were called into Federal service and ordered to the various mobilization camps. On Aug. 5, 1917, they were drafted into the service of the United States and the initial muster was completed on the following dates at the places named.

MASSACHUSETTS

ORGANIZATION	DATE OF COMPLETION	STATION
Headquarters, 2d Brigade	Aug. 5, 1917	Cadet Armory, Boston
5th Infantry	Aug. 10, 1917	Charlestown, Mass.
8th Infantry	Aug. 2, 1917	Lynnfield, Mass.
1st Squadron, Cavalry	Aug. 2, 1917	Commonwealth Armory
Supply and Headquarters Co., Provisional Reg't. Cavalry	Aug. 10, 1917	Boxford, Mass.
1st Field Artillery	Aug. 10, 1917	Boxford, Mass.
2d Field Artillery	Aug. 10, 1917	Boxford, Mass.
Field Hospital No. 1	July 31, 1917	Commonwealth Armory
Field Hospital No. 2	July 29, 1917	South State Armory.
Ambulance Company No. 1	July 31, 1917	Commonwealth Armory
Ambulance Company No. 2	July 29, 1917	South State Armory.
1st Regiment Engineers	Aug. 4, 1917	Cadet Armory, Boston
1st Battalion Signal Corps	Aug. 2, 1917	Commonwealth Armory
1st Company, Coast Artillery Corps	Aug. 11, 1917	Fort Revere, Mass.
2d Company, Coast Artillery Corps	Aug. 11, 1917	Fort Revere, Mass.
3d Company, Coast Artillery Corps	Aug. 11, 1917	Fort Strong, Mass.
4th Company, Coast Artillery Corps	Aug. 11, 1917	Fort Banks, Mass.
5th Company, Coast Artillery Corps	Aug. 11, 1917	Fort Andrews, Mass.
6th Company, Coast Artillery Corps	Aug. 11, 1917	Fort Strong, Mass.
7th Company, Coast Artillery Corps	Aug. 11, 1917	Fort Banks, Mass.
8th Company, Coast Artillery Corps	Aug. 11, 1917	Fort Andrews, Mass.
9th Company, Coast Artillery Corps	Aug. 11, 1917	Fort Heath, Mass.
10th Company, Coast Artillery Corps	Aug. 11, 1917	Fort Heath, Mass.
11th Company, Coast Artillery Corps	Aug. 11, 1917	Fort Andrews, Mass.
12th Company, Coast Artillery Corps	Aug. 11, 1917	Fort Banks, Mass.
Band, Coast Artillery Corps	Aug. 11, 1917	Fort Banks, Mass.

MASSACHUSETTS NATIONAL GUARD

FORMER STATE UNITS	REORGANIZED AS OR ASSIGNED TO	DIVISION
Headquarters 2d Brigade	Headquarters 51st Brigade	26th
2d Infantry	104th Infantry	26th
5th Infantry:		
1400 men	101st Infantry	26th
Balance	3d Pioneer Infantry	P. D. C. Troops
6th Infantry:		
82 men	101st Engineer Train	26th
175 men	101st Infantry	26th
100 men	102d Infantry	26th
12 officers and 800 men	104th Infantry	26th
326 men	101st Headquarters and Military Police	26th

MASSACHUSETTS IN THE WORLD WAR

MASSACHUSETTS NATIONAL GUARD (Continued)

FORMER STATE UNITS	REORGANIZED AS OR ASSIGNED TO	DIVISION
Company L (colored) redesignated Separate Company (colored) Infantry . . .	372d Infantry	93d
62 enlisted men from Company M . . .	101st Supply train	26th
Balance	4th Pioneer Infantry	P. D. C. A. Troop
8th Infantry:		
12 officers and 800 men and detachments from Companies F, H, K, and M . . .	104th Infantry	26th
5 officers and 359 men	101st Supply train	26th
Detachments from Companies F, H, K, and M	103d Infantry	26th
Balance	5th Pioneer Infantry	P. D. C. Troops
9th Infantry	101st Infantry	26th
1st Squadron Cavalry:		
Troops A, C, D	102d Machine Gun Battalion	26th
Troop B	Division Headquarters Troop	26th
1st Regiment Field Artillery	101st Field Artillery	26th
2d Regiment Field Artillery	102d Field Artillery	26th
1st Regiment Engineers	101st Engineers	26th
Ambulance Companies Nos. 1 and 2 . . .	101st Sanitary Train	26th
Field Hospital Companies Nos. 1 and 2 . .	101st Sanitary Train	26th
1st Field Signal Battalion	101st Field Signal Battalion	26th
Coast Artillery.		
6 officers and 234 enlisted men	101st Ammunition train	26th
Band	20th Coast Artillery Band	
1st Company	16th Company, Boston	Coast Defense Command
2d Company	17th Company, Boston	Coast Defense Command
3d Company	18th Company, Boston	Coast Defense Command
4th Company	19th Company, Boston	Coast Defense Command
5th Company	20th Company, Boston	Coast Defense Command
6th Company	21st Company, Boston	Coast Defense Command
7th Company	22d Company, Boston	Coast Defense Command
8th Company	23d Company, Boston	Coast Defense Command
9th Company	24th Company, Boston	Coast Defense Command
10th Company	25th Company, Boston	Coast Defense Command
11th Company	26th Company, Boston	Coast Defense Command
12th Company	27th Company, Boston	Coast Defense Command

The Staff Corps and Departments, as such, were omitted from the Federal call, although individual members, and nearly all the Quartermaster Corps, went into Federal service.

The Naval Militia units were shipped on the U.S.S. *Dupont*, *Kearsage*, *Nebraska*, and *Rodgers*, and the two marine companies became part of the barracks detachment at the Charlestown Navy Yard.

In 1919, in order to perpetuate the war time record and services of the old organizations of the National Guard in their war-time designations, and dating from the date of their discharge from Federal service, the following organizations were authorized, by Executive Orders of the Commander-in-Chief, as part of the Massachusetts Volunteer Militia:

52d Brigade	101st Sanitary Train
101st Infantry	101st Engineers
104th Infantry	101st Supply Train
51st Field Artillery Brigade	101st Field Signal Battalion
101st Field Artillery	Division Headquarters Troop
102d Field Artillery	101st Ammunition Train

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2d Brigade

Massachusetts Coast Artillery Corps

6th Infantry

5th Infantry

8th Infantry

The foregoing organizations were disbanded July 12, 1920, due to the reorganization of the National Guard, which was reorganized, beginning March 15, 1920, and continued until completed, with the following final designations :

Staff Corps and Department	181st Infantry	241st Coast Artillery
51st Brigade Headquarters	51st F.A. Brigade	211th Coast Artillery
101st Infantry	101st Ammunition Train	101st Medical Regiment
182d Infantry	101st Field Artillery	26th Division Train
52d Brigade Headquarters	102d Field Artillery	26th Division Headquarters
104th Infantry	101st Engineers	26th Division Air Service
	<i>Division Special Troops</i>	
110th Cavalry	3d Battalion, 372d Infantry	

Massachusetts National Guard Units, as Organized When Called into Federal Service, 1917, showing Origin and Service of Units

SECOND INFANTRY (104TH INFANTRY)

This regiment dates from 1639 when the Springfield Train Band was formed. Its history is traced from that origin through the Hampshire County Regiment, later the 10th Regiment, formed May 25, 1859, and redesignated the 2d Infantry June 1, 1861, and again as the 10th Infantry June 20, 1861, and as such served in the Civil War. Redesignated 2d Infantry Nov. 11, 1868, and so numbered until called into Federal service March 25, 1917. Reorganized as the 104th Infantry, Aug. 22, 1917.

This regiment was the first American and only National Guard regiment to have its colors decorated with the Croix-de-Guerre for valor.

COMBAT SERVICE

Colonial: Operations against the Dutch on Long Island, 1674. King Philip's War, King William's War, Queen Anne's War, King George's War.

War of Independence: Siege of Boston.

Civil War: Peninsula, Fredericksburg, Chancellorsville, Gettysburg, Wilderness, Spottsylvania, Cold Harbor, Petersburg.

Spanish-American War: Las Guasimas, El Caney, El Poso.

World War: Chemin-des-Dames, Toul-Boucq, Pas Fini, Champagne-Marne, Aisne-Marne, Rupt, St. Mihiel, Troyon, Neptune, Meuse-Argonne.

FIFTH INFANTRY (182D INFANTRY)

This regiment dates from 1636, originating in train bands which became the Middlesex County Regiment. During Siege of Boston, as "Gardner's Regiment," fought at Bunker Hill. Redesignated 25th Continental Regiment, and Dec. 31, 1776, as 7th Mass. Continental Line, and served until Dec. 31, 1781. Designated as 5th Infantry, Feb. 26, 1855, and served in the Civil and Spanish-American Wars. Fourteen hundred men were transferred from the 5th to the 101st Infantry. Reorganized as 3d Pioneer Infantry, Feb. 12, 1918.

COMBAT SERVICE

War of Independence: 1775-1781.

Civil War: 1st Bull Run, Kinston, N. C., Whitehall, N. C., Goldsboro, N. C., Little Washington, N. C.

World War: Meuse-Argonne.

SIXTH INFANTRY (181ST INFANTRY)

Organized Feb. 26, 1855, comprising units some of which dated back to January, 1791. The regiment served in the Civil War and Spanish-American War. Aug. 22, 1917, 82 men were transferred to the 101st Engineer Train, 175 men to the 101st Infantry, 100 men to the 104th Infantry, 326 men to the 101st Headquarters and Military Police, 62 men to the 101st Supply Train. Company L was organized as a Separate Company and then transferred as a whole to the 93d Division. The remainder of the regiment was reorganized as the 4th Pioneer Regiment.

The companies came from Quincy, Fitchburg, Wakefield, Lowell, Framingham, Stoneham, Concord, Boston, and Milford.

COMBAT SERVICE

Civil War: Washington, D. C., Deserted House, Va., Suffolk Siege, Arlington Heights, Fort Delaware.

Spanish-American War: Porto Rico, Guanica.

EIGHTH INFANTRY

The regiment was organized Feb. 26, 1855. Upon the President's call for troops April, 1861, upon reporting at Boston, the Salem Light Infantry, of the 7th Infantry, was transferred to the 8th. This company was formed in 1805, and during the War of 1812 had attached to the company an artillery section of two pieces. The regiment had Civil War and Spanish-American War service and Mexican Border service. After the return of the 8th regiment in 1861, from its first tour of duty, many of the companies as such were recruited for volunteer regiments which served various periods during the war. Called into Federal service July 25, 1917; and on Aug. 22, 12 officers and over 800 men were transferred to the 104th Infantry, 5 officers and 359 men to the 101st Supply Train, 355 men to the 103d Infantry, 19 men to the 101st Ammunition Train, 5 men to the 101st Sanitary Train, 2 men each to the 102d and 103d Machine Gun battalions, 1 each to Division Headquarters Troop and 52d Brigade Headquarters. The regiment was reorganized Feb. 18, 1918, as the 5th Pioneer Infantry, and Sept. 13, 1919, as 8th Infantry, M. V. M. Disbanded July 12, 1920.

The companies came from Cambridge, Everett, Lynn, Haverhill, Gloucester, Salem, Lawrence, and Somerville.

The regiment has been succeeded by the 101st Engineers, a new regiment organized in 1920.

NINTH INFANTRY (101ST INFANTRY)

Originally formed as the 13th Infantry, May 3, 1861, for Civil War service, this regiment included many companies which had formerly been attached to older militia regiments. One company dated back to Aug. 2, 1798. Called into Federal service March 25, 1917, and reorganized Aug., 1917, as 101st Infantry.

Companies came from Boston, Lawrence, Worcester, Clinton, Natick, and Lowell.

COMBAT SERVICE

Civil War: Antietam, Bethesda Church, Chancellorsville, Cold Harbor, Fredericksburg, Gaines Mill, Gettysburg, Hanover Court House, Malvern Hill, Mechanicsville, Mine Run, North Anna River, Panumkey River, Po River, 2d Manassas, Shady Grove Church, Spottsylvania, Wapping Heights, Wilderness, Yorktown.

Spanish-American War: Santiago de Cuba.

World War: Same as 2d Infantry.

FIRST ENGINEERS (FIRST CORPS CADETS)

The 1st Corps Cadets, organized as a battalion of infantry with the specific duty of escort to the Governor of the Commonwealth, and formerly to the Governor of the Province, dates back to 1728. On May 29, 1917, the corps was organized as a regiment of engineers. Company B was called into Federal service, June 20, 1917, and the other companies July 25, and redesignated the 101st Engineers and attached to the 26th Division Aug. 22. Mustered out April 29, 1919, and became the 101st Engineers, M.V.M. Redesignated July 27, 1921, as 1st Separate Battalion of Infantry; March 14, 1922, 211th Machine Gun Battalion; May 31, 1923, 2d Battalion, 211th Artillery (Anti-Aircraft); April 30, 1924, 2d Battalion, 211th Coast Artillery (Anti-Aircraft); June 1, 1926, 211th Coast Artillery (Anti-Aircraft).

The 1st Corps Cadets was a Boston organization. It saw service in the War of Independence, the Civil War, and the World War.

COMBAT SERVICE

War of Independence: Rhode Island Campaign.

World War: same as 2d Infantry.

FIRST FIELD ARTILLERY (101ST FIELD ARTILLERY)

Originally formed as the 1st Battalion Light Artillery, Dec. 4, 1871; redesignated 1st Battalion Field Artillery, May 19, 1906, and 1st Regiment Field Artillery Feb. 26, 1916. The 2d Battalion was organized Sept. 3, 1915, by change of designation of the 2d Corps Cadets (Salem), which had a history dating from 1786.

Called into Federal Service July 25, 1917, and reorganized as 101st Field Artillery, its present designation. The units came from Boston and near vicinity and Salem.

COMBAT SERVICE

World War: same as 2d Infantry.

SECOND FIELD ARTILLERY

Organized for World War service, April 3, 1917, and called into Federal service July 25, 1917; reorganized as 102d Field Artillery, Aug. 22. The regiment was built upon Battery B (of Worcester), 101st Field Artillery, and Battery C (Lawrence), 101st Field Artillery.

COMBAT SERVICE

World War: same as 101st Field Artillery.

FIRST FIELD SIGNAL BATTALION

Formed July 15, 1879, and as such had service at Mexican Border. Called into Federal service July 25, 1917, and reorganized as 101st Field Signal Battalion. Mustered out April 29, 1919. Became 26th Signal Company, Sept. 13, 1921; Divisional Signal Company, March 10, 1921.

COMBAT SERVICE

World War: same as 2d Infantry.

FIRST SQUADRON CAVALRY

Originally formed as 1st Battalion Light Dragoons, 1st Brigade, 1st Division, Oct. 5, 1852. Called into Federal Service July 25, 1917, and reorganized as 102d Machine Gun Battalion, less one troop assigned as Division Headquarters Troop.

Units came from greater Boston.

After the war, known as 1st Separate Cavalry, March 15, 1920; 1st Squadron Cavalry, March 23, 1921; 110th Cavalry, present designation, Nov. 28, 1921.

Served at the Mexican border and in the World War.

COMBAT SERVICE

World War: same as 2d Infantry.

MEDICAL TROOPS

Ambulance Company No. 1 was formed May 14, 1885, and Hospital Company No. 1, April 22, 1909. The 2d Ambulance and Hospital Companies were formed in Boston for service at the Mexican Border, 1916. The 1st Ambulance Company was mustered out of Federal service (Mexican Border service), Dec. 28, 1916, and 1st Hospital Company, Oct. 17, 1916. The 2d Ambulance Company and 2d Hospital Company were mustered out Feb. 16, 1917. Called into Federal Service July 25, 1917, and incorporated in 101st Sanitary Train, Aug. 22, 1917; mustered out April 29, 1919. Redesignated 101st Medical Regiment, March 21, 1923.

COMBAT SERVICE

World War: same as 2d Infantry.

FIRST COAST COMMAND

Organized as 5th Regiment of Artillery, June 4, 1844, many of the units dating back to the preceding century, the three earliest from 1784, 1794, and 1798. The units were originally located in Boston, Cambridge, Chelsea, New Bedford, Taunton, Brockton, and Fall River.

The regiment has, during its existence, been designated as 5th Artillery, June 4, 1844; 2d Infantry, Feb. 26, 1855; 1st Infantry, Jan. 24, 1861 (served as 1st Massachusetts Volunteers); 10th Infantry, May 18, 1866; 1st Infantry, Sept. 17, 1866; 1st Heavy Artillery, June 1, 1897; Corps Coast Artillery, Nov. 1, 1905; Coast Artillery Corps, Nov. 15, 1907; 1st Coast Defense Command, Jan. 11, 1917; and after the war as Massachusetts Coast Artillery Corps, March 15, 1920; 241st Artillery, Sept. 25, 1923; 241st Artillery (Harbor Defense), April 30, 1924.

The regiment served in the Civil War as 1st Massachusetts Volunteers, and in the Spanish-American War as the 1st Massachusetts Heavy Artillery.

COMBAT SERVICE

Civil War: Blackburn's Ford, Yorktown, Oak Grove, 2d Bull Run, Chancellorsville, Locust Grove, Spottsylvania, Chantilly, Mine Run, Fair Oaks, Bull Run, Williamsburg, Glendale, Fredericksburg, Gettysburg, Wilderness, Kettle Run, Wapping Heights, Malvern Hill.

World War: (as 55th Artillery): Vesle, Meuse-Argonne, Abbaye d'Igny, Beaufort, Asles le Ponsert, Druvenys, Gesne, Romagne, Couville, Serzy, Richecourt, Very, Montfaucon, Epinonville.

NAVAL MILITIA

See page 155.

TWENTY-SIXTH DIVISION

YANKEE DIVISION

The 26th Division was organized Aug. 22, 1917, at Boston, Mass., from National Guard troops of the New England states.

Upon the declaration of war, April 6, 1917, the National Guard of the United States constituted sixteen tactical divisions, organized in accordance with Tables of Organization of date of May 3, 1917, advance copies of which had been sent to the Adjutant General of Massachusetts the preceding January. According to this scheme the National Guard troops of the New England states constituted a division which at first had been designated as the 5th Division, but which now became the 26th Division. Originally it was planned to concentrate this division at Camp Greene, Charlotte, N. C., and actually a small detachment of about twenty-seven men were sent to that camp, but rejoined the division.

The Secretary of War by Order dated July 20, 1917, exempted from the command of the Department Commander the divisional camps after the organized tactical divisions should arrive, and by G. O. 101, Aug. 3, made known the formation of the various divisions, 26th to 42d inclusive, of the National Guard.

The National Guard was called into the service of the United States July 25, the mobilization camps for the infantry being established at Framingham and Westfield, both in Massachusetts. The various units already called into the Federal service were as follows :

2d Mass. Inf., March 25, 1917

9th Mass. Inf., March 25, 1917

6th Mass. Inf., March 30, 1917

1st Mass. Eng. (Co. B), June 29, 1917

All National Guard organizations were drafted into the Federal service Aug. 5, and thus were automatically discharged from State service.

Brigadier-General Clarence R. Edwards, having been ordered to Boston to take command of the recently organized Northeastern Department, arrived in Boston April 28, 1917. He found part of the Guard units scattered about the Department doing guard duty over bridges, railways, etc. The organizations were assembled at various places in their home states and awaited orders for further movement.

On Aug. 13, General Edwards was informed that he was to command the 26th Division and given copies of the new tables of organization approved for infantry divisions in France, and was instructed to immediately reorganize the 26th Division accordingly, and to prepare for embarkation for France between the dates of Sept. 1 and 15.

The next day he received a telegram from the Adjutant General asking if he was "reasonably sure" that the division would be prepared to move Sept. 15 for Port of Embarkation, and made reply that he would have one complete brigade, headquarters troop, engineer regiment, and other detachments ready to embark before Sept. 1, and immediately followed up this with a suggestion which if approved would enable the artillery brigade to be completely organized. At that time there were not three field artillery regiments in the area assigned to the division.

On Aug. 15 organization commanders received orders to be prepared to move their units to the designated concentration points.

General Edwards assumed command of the 26th Division Aug. 22, announced the

personnel of his staff, and on the same day by G. O. No. 2, designated the organization of the division. This order follows :

Headquarters, 26th Division,
Boston, Mass., August 22, 1917.

General Orders

No. 2.

1. In compliance with telegraphic authority of the War Department dated August 13, 1917, and in accordance with confidential tables of organization published by the War Department, the 26th Division is hereby organized from the units of the New England National Guard as follows :

Divisional Headquarters Troop, Capt. Oliver Wolcott, commanding.

101st Machine Gun Battalion, Major James L. Howard, commanding.

51st Brigade, Brig.-Gen. Peter E. Traub, commanding.

101st Infantry, Col. E. L. Logan, commanding.

102d Infantry, Col. E. L. Isbell, commanding.

102d Machine Gun Battalion, Major John Perrins, Jr., commanding.

52d Brigade, Brig.-Gen. Charles H. Cole, commanding.

103d Infantry, Col. F. H. Hume, commanding.

104th Infantry, Col. W. C. Hayes, commanding.

103d Machine Gun Battalion, Major W. G. Gatchell, commanding.

51st Field Artillery Brigade, Brig.-Gen. W. Lassiter, commanding.

101st Field Artillery, Col. J. H. Sherburne, commanding.

102d Field Artillery, Lt.-Col. T. D. Howe, commanding.

103d Field Artillery, Lt.-Col. R. K. Hale, commanding.

Trench Mortar Battery, Capt. Roger A. Greene, commanding.

Engineer Regiment, 26th Division, Col. George W. Bunnell, commanding.

Field Signal Battalion, 26th Division, Major Harry G. Chase, commanding.

Headquarters Train and Military Police, Col. W. E. Sweetser, commanding.

Ammunition Train (to be designated), commanding.

Supply Train, Capt. Davis G. Arnold, commanding.

Engineer Train, 1st Lt. S. R. Waller, commanding.

Sanitary Train, Lt.-Col. J. L. Bevans, commanding.

Ambulance Company No. 1

Ambulance Company No. 2

Ambulance Company No. 3

Ambulance Company No. 4

Field Hospital No. 1

Field Hospital No. 2

Field Hospital No. 3

Field Hospital No. 4

2. The transfers and assignment of commissioned and enlisted personnel to accomplish the organization of the new units in accordance with the War Department tables of organization will be as set forth in letters of instruction from the chief of staff to organization commanders concerned.

By command of Major General Edwards :

GEORGE H. SHELTON,
Lt.-Col., General Staff,
Chief of Staff.

Official :

GEO. S. SIMONDS,

Lt.-Col., Infantry, N.A.

Adjutant.

In order to comply with the new tables of organization it had been necessary to merge the various units of the former New England state regiments and to transfer of-

TWENTY-SIXTH DIVISION

ficers. When this determination was made known there was some opposition, as regiments with historic background disliked to lose their identity. However, except in a few instances, the regimental organizations were left, attached to the Depot Brigade, and were later built up and saw service as pioneer regiments, although it was first supposed they might be the nucleus of a reserve regiment to follow the 26th Division to France.

The following summary shows the composition of the units of the division, with names of commanders at time of embarkation :

STAFF

Capt. John W. Hyatt, Inf., 1st Lt. Nathaniel S. Simpkins	Aides-de-Camp
Chief of Staff	Lt.-Col. George H. Shelton, G.S. (succeeded by Lt.-Col. C. M. Dowell)
Ass't Chief of Staff	Major A. A. Maybach, G.S.
Adjutant	Lt.-Col. George S. Simonds, Inf., N.A. (succeeded by Major L. W. Cass, who in turn was succeeded by Col. C. A. Stevens)
Inspector	Lt.-Col. Horace P. Hobbs, Inf., N.A.
Quartermaster	Lt.-Col. Joseph W. Beacham, Jr., Inf., N.A.
Surgeon	Lt.-Col. James L. Bevans, M.C.
Judge Advocate	Lt.-Col. Cassius M. Dowell
Ordnance Officer	Major E. E. Phillips
Signal Officer	Major H. G. Chase, Signal Corps (Mass.)
Chief of Artillery	Brig.-Gen. W. L. Lassiter, F.A., N.A.
Chief of Engineers	Col. George W. Bunnell, Eng. Corps (Mass.)

<i>Unit and Commander</i>	<i>Composition</i>
Headquarters Troop Captain Oliver Wolcott [succeeded by Capt. B. L. Ashby, Jan. 2, 1918, when Capt. Wolcott became Aide-de-camp to Gen. Edwards].	Troop B, Mass. Cavalry
51st Infantry Brigade Hdqrs. Brigade-General Peter E. Traub	
101st Infantry Colonel Edward L. Logan	9th Mass. Infantry; 1400 enlisted men, 5th Mass. Infantry; 175 enlisted men, 6th Mass. Infantry.
102d Infantry Colonel Ernest L. Isbell [succeeded by Col. J. H. Parker, Jan. 11, 1918].	2d Conn. Infantry; 35 officers, 1582 enlisted men, 1st Conn. Infantry; 100 enlisted men, 6th Mass. Infantry; 50 enlisted men, 1st Vt. Infantry.
52d Infantry Brigade Hdqrs. Brigade-General Charles H. Cole	2d Maine Infantry; 1630 enlisted men, 1st N. H. Infantry; detachments from Cos. F, H, K, M, 8th Mass. Infantry.
103d Infantry Colonel Frank M. Hume	2d Mass. Infantry; 12 officers, 800 enlisted men, 6th Mass. Infantry; 12 officers, 800 enlisted men, 8th Mass. Infantry; detachments Cos. F, H, K, M, 8th Mass. Infantry.
104th Infantry Colonel William C. Hayes [succeeded by Colonel G. H. Shelton, Jan. 2, 1918].	
51st F.A. Brigade Hdqrs. Brig.-Gen. W. Lassiter [absent on duty in England. Colonel Locke was acting brigade commander].	1st Mass. Field Artillery; 180 enlisted men, New England units Coast Artillery.

Unit and Commander (Continued)

101st Field Artillery
Colonel John H. Sherburne

102d Field Artillery
Colonel Morris E. Locke

103d Field Artillery
Colonel Emery T. Smith

101st Machine Gun Battalion
Major James L. Howard

102d Machine Gun Battalion
Major John Perrins, Jr.

103d Machine Gun Battalion
Major W. G. Gatchell [succeeded by Major
Ashworth, Jan. 21, 1918].

101st Trench Mortar Battery
Captain Roger A. Greene

101st Engineers
Colonel George W. Bunnell

101st Field Signal Battalion
Major Harry G. Chase [succeeded by Major
O. S. Albright, Jan. 10, 1918].

101st Train Headquarters and Military Police
Colonel Warren M. Sweetser

101st Ammunition Train
Lieut.-Colonel William J. Keville

101st Supply Train
Captain Davis G. Arnold [succeeded by Major
T. C. Baker, Jan. 21, 1918].

101st Engineer Train
1st Lieutenant S. R. Waller

101st Sanitary Train
Lieut.-Colonel Bevaus, M.C.

Composition (Continued)

2d Mass. Field Artillery; 150 enlisted men,
New England units Coast Artillery.

Battery A, N. H. Field Artillery; 3 batteries
R. I. Field Artillery; 2 batteries Conn. Field
Artillery; Troop M, R. I. Cavalry; detach-
ments New England Coast Artillery.

Squadron Conn. Cavalry; 196 enlisted men,
1st Vt. Infantry.

Squadron Mass. Cavalry, less Troop B; 3
officers, 213 enlisted men, 1st Vt. Infantry.

Squadron R. I. Cavalry, less Troops B and M;
N. H. Machine-Gun Troop; detachment 1st
Vt. Infantry.

Detachment 1st Maine Heavy Field Artillery.

1st Mass. Engineers; 100 enlisted men, 1st
Maine Heavy Field Artillery; 479 enlisted
men, New England units Coast Artillery.

1st Mass. Field Signal Battalion.

326 enlisted men, 6th Mass. Infantry.

13 officers, 700 enlisted men, 1st Vt. Infantry;
6 officers, 234 enlisted men, Mass. Coast
Artillery.

Troop B, R. I. Cavalry; 5 officers, 359 enlisted
men, 8th Mass. Infantry; 62 enlisted men,
Co. M, 6th Mass. Infantry.

82 enlisted men, 6th Mass. Infantry.

1st, 2d Mass. Ambulance Cos. 1st, 2d Mass.
Field Hospitals; 1st Conn. Ambulance Co.;
1st Conn. Field Hospital; 1st R. I. Ambu-
lance Co.; 1st N. H. Field Hospital.

Headquarters of the division was established at Boston, and the following units were assembled there: Headquarters Troop, 101st Engineers, 101st Field Signal Battalion.

The 51st Infantry Brigade Headquarters were at the state camp at Framingham, where also the 101st Infantry was assembled, and the 102d Machine Gun Battalion. The 102d Infantry assembled at New Haven, Conn., and the 101st Machine Gun Battalion at Niantic.

The entire 52d Infantry Brigade was brought together at the camp in Westfield, also the 101st Ammunition Train.

The 51st Field Artillery Brigade assembled at Boxford and the 103d Machine Gun Battalion at Quonset Point, R. I.

Headquarters of the Depot Brigade, organized by authority of General Orders No. 3, 26th Division, was at Westfield, but after the departure of the division, moved to Framingham. To this brigade were assigned what was left of the various National Guard units of the New England states, about 217 officers and 3674 men, which were later

organized as pioneer troops or assigned to other divisions, as in the case of the Separate Companies of Infantry, or as special service troops. Brig.-General E. L. Sweetser was in command.

Just prior to leaving for France 500 men from the first complement of draft recently reporting there were received from Camp Devens.

Before departure overseas, the staff was increased by appointment of Captain J. Glass, Captain K. B. Bailey, and Lieut.-Colonel F. P. Williams, as Assistants to Division Surgeon; Major G. E. Cole, Captain C. E. Scorer, Captain O. G. Lagerquist, Captain E. H. Tandy (later Division Q. M.), and Captain H. H. Wheelock as Assistants to Division Quartermaster; Major R. P. Harbold, Assistant to Division Inspector; Major L. W. Cass and Major C. A. Stevens as Assistants to Division Adjutant; Major E. T. Weisel as Division Ordnance Officer and Captain Aiken Simonds as his Assistant; Interpreter, Lieutenant J. P. King; and an additional Aide-de-camp, Captain A. L. Pendleton.

The advance party of the division sailed from New York Aug. 25, and arrived in Liverpool, Sept. 15. The units of the division sailed on various dates, the first Sept. 7 and the last Oct. 9, on which day Division Headquarters left. The greater part of the division was overseas by that date.

The first unit to go overseas arrived at St. Nazaire, France, Sept. 20, 1917; the last arrived in France Nov. 12, 1917. The transport carrying the 2d Battalion, 102d Infantry, which had sailed Sept. 23, was obliged to return to port for repairs, and it was not until Oct. 27 that another transport was available.

The 26th Division was the first National Guard Division to go overseas, being followed by the 42d Division. In fact it was the first American division to reach France fully organized. The 1st Division, already in France, had never been brought together in this country and in October, 1917, still lacked various units. One truck company (the 6th) of the 101st Supply Train, 26th Division, was permanently transferred to the 1st Division.

The division (less artillery, engineers, and signal battalion) went into training with headquarters in Neufchâteau (Vosges) (established there Oct. 31) and remained there until early February, 1918. The period of training in the Neufchâteau area was one of great hardship to the men, there having been small preparation made to receive the division and a great lack of transport and of supplies of every nature. This defect was gradually rectified. The artillery and ammunition train received training at Coëtquidan and rejoined the division at Soissons early in February, having left Coëtquidan Jan. 31-Feb. 2. The artillery was in position when the rest of the division arrived.

On Feb. 5-6, the division proceeded to the vicinity of Soissons for training in front-line warfare. Here it was attached to the 11th (French) Corps, and went into the line in the Chemin des Dames Sector northeast of Soissons.

Among the records of the division assembled at the War Department is a brief history of the division, which was forwarded by Major General Harry C. Hale under date of March 21, 1919, to Lieut.-General Hunter Liggett, commanding the First Army, A.E.F. From this narrative, prepared by participants and evidently emanating from the office of the Chief of Staff,¹ the following extract has been made covering the period from the entry of the division into the front line near Soissons to its departure from France.

¹ Major (then Captain) Emerson G. Taylor was Division Historical Officer. He later compiled the history of the division under the title "New England in France."

Chemin des Dames

This preliminary training came to an end the first week in February, 1918. The division, with its artillery, was placed under the tactical direction of the Commanding General, 11th Army Corps (French), for the purpose of giving to all elements, by a month's actual experience in the front line, a finishing course of practical instruction. Between Feb. 5 and Feb. 8, the division entered the line north of Soissons, in the famous Chemin des Dames Sector, between Courval and Pargny-Filain. At first, infantry companies (with two platoons on the line and two in support) were alternated in the line with French companies; the batteries were also allowed at first to take over only a few positions; at all headquarters were detailed experienced French officers and non-commissioned officers, who gave minute personal instruction to all units down to the smallest. Patrols, working parties, machine gun and artillery sections — all were supervised and taught by the French day and night. Confidence and proficiency were secured rapidly. By degrees, larger stretches of the front line were intrusted to the American troops, and the French were withdrawn, until practically the whole division front was occupied by the infantry regiments, each with one battalion in line, one in support, and one in reserve. In a similar way, a continually increased number of positions was allotted to the artillery and the machine guns.

Although the sector has been considered a quiet one, it was only a very short time before the enemy tried out the new arrivals, whom they took at first to be British. On Feb. 19, in the vicinity of the Bois Quincy, the enemy attempted to raid the subsector occupied by Company B, 104th Infantry, and the Machine Gun Company, 104th Infantry. He was beaten off with a loss both in killed and wounded, and also in prisoners. On Feb. 28, he made a second attempt, this time against the 2d Battalion, 102d Infantry, near Chavignon, where he had no better success. On March 16-17 he put down a very heavy and continuous gas bombardment, mainly directed on the part of the division's front, occupied by the 101st and 102d Infantry, between Pargny-Filain and Chavignon, as well as on the battery positions. This caused us some losses, especially in the 3d Battalion, 102d Infantry; but the retaliation fire by the 51st F.A. Brigade was exceedingly severe and did the enemy much damage.

Raids to make prisoners, and to give our troops experience in this form of trench warfare, were undertaken against the enemy in conjunction with the French. Thus, on Feb. 23, a volunteer detachment of the 101st Infantry supported by the 101st F.A., 103d F.A., and Company B, 101st Machine Gun Battalion, raided the German lines at Grand Pont, bringing back 22 prisoners, 2 of whom were officers. This affair was doubly noteworthy in being the first raid in which American infantry had engaged, and in that, for the first time, an attacking force advanced behind a rolling barrage laid by American artillery. Other similar raids were carried out by the 102d and 104th Infantry.

La Reine (Boncq) Sector — Bois Brûlé — Seicheprey — Xivray — Humbert Plantation

Between March 18 and 21, 1918, the division was relieved in the Chemin des Dames Sector. With the result that good practice was given in road discipline, billeting, and supply when in movement; the troops, after a short railroad trip to Brienne-le-Château and Bar-sur-Aube, began a march of five days' length to the Rimaucourt (Ninth) Training Area, which lay west of Neufchâteau, adjoining the area where the first period of training had been passed. It was supposed that the division would have opportunity, on settling down in the new area, to be refitted with much-needed shoes, clothing, and equipment, to rest, and to perfect its training and discipline. But the military situation required it to return to the line at once. Forty-eight hours after the troops arrived in the rest

area, they were taken by motor truck and rail, less the artillery, which marched, direct to the so-called "La Reine" or "Boucq" Sector northwest of Toul, where the division relieved the First Division between March 28 and April 3, 1918.

The line here taken over extended from the vicinity of Apremont on the west, in front of Xivray-Marvoisin, Seicheprey, and Bois de Remières, as far as the Bois de Jury, on the right, where the French line joined ours. Division Headquarters were at Boucq.

The stay of the division in this section was marked by several serious encounters with the enemy, where considerable forces were engaged. There were, furthermore, almost nightly encounters between patrols or ambush parties, and the harassing fire of the artillery on both sides was very active.

On April 10, 12, and 13, the lines held by the 104th Infantry in Bois Brûlé (near Apremont) and by the French to the left, were heavily attacked by the Germans. At first the enemy secured a foothold in some advanced trenches which were not strongly held. But sturdy counter attacks succeeded in driving the enemy out with serious losses and our line was entirely reestablished. For its gallant conduct on this occasion, the 104th Infantry was cited (April 26, 1918) in a general order of the 32d Army Corps (French) and had its colors decorated with the Croix de Guerre. The units engaged included 2d and 3d Bns., 104th Inf.; 3d Bn., 103d Inf.; M.G. Co., 104th Inf.; Co. C, 103d M.G. Bn.; 51st F.A. Brigade.

April 20, 21, the Germans made a second raid on our lines. This, like the attack at Bois Brûlé, appears to have been one of many similar local operations undertaken at this time. To accomplish them successfully, the enemy employed, usually, a specially trained and experienced body of infantry ("stosstruppen" or "shock troops"), to attack in conjunction with troops on the ground. It was a force of this description which attacked our lines about and in the town of Seicheprey and Remières Wood, supported by exceptionally severe artillery fire. The 1st Battalion, 102d Infantry, and the 102d Machine Gun Battalion, on which the full force of the attack fell, suffered very severely, both in killed and wounded, and in prisoners, although Co. E, 102d Infantry and the 3d Battalion, 101st Infantry, also endured casualties. The strength of the attack was such that it looked for a time like the beginning of an important operation; but at length the enemy force withdrew while our artillery and machine gun fire caused him very heavy losses, as he himself later acknowledged. If an operation more extensive than a raid to make prisoners was planned, it was abandoned.

May 27, another raiding party, numbering about 400, attacked the line held by the 1st Battalion, 101st Infantry, at Humbert Plantation in the vicinity of Flirey; but the enemy was unable to penetrate the line and was repulsed with loss. It was at this time that the front held by the division was shifted easterly to include the Bois de Jury and the Bois de Hazelle, as far as Flirey (inclusive). The German attack caught the infantry just as they came into the line, and the artillery (101st F.A.) had barely occupied their new positions.

A third raid was launched on June 16 against the sub-sector held by the 103d Infantry at the village of Xivray-Marvoisin. Preceded by a heavy bombardment and a dense barrage, a strong German force moved against the village and near-by trenches but, failing to get within our defenses, immediately withdrew, leaving many dead and wounded. Troops engaged were 3d Bn., 103d Inf.; M.G. Co., 103d Inf.; 103d M.G. Bn.; 51st F.A. Brigade.

As if in retaliation for the decisive check the enemy had suffered, he delivered throughout the day (June 16) exceedingly severe artillery fire on the battery positions, and rear areas, as well as up and down the forward parts of the sector. Division Head-

quarters was forced to change location from Boucq to Trondes; casualties and material damage was caused in Cornieville, Royaumeix, Barnécourt, Broussey, and Raulecourt, also in the already ruined towns of the sector such as Beaumont, Mandres, Ansanville, Rambucourt and Xivray itself.

Two offensive operations were undertaken by the division at this time. A raid in force, to make prisoners, against the German positions in Richecourt, was made by 300 volunteers of the 101st Infantry with strong artillery support, on the night of May 30-31. A destructive gas projector attack was directed against enemy lines in the Bois de Sonnard (Salient du Renard) on June 6, which is said to be the first attack of its kind to be delivered by American troops, and to have broken up an assembly for attack on the part of the enemy.

On June 24-28, the division was relieved by the 82d Division (less Artillery, machine gun units, and one infantry regiment) and the 154th Division (French) less one infantry regiment.

The 51st F.A. Brigade, in addition to its work within the division, was employed on four occasions, either as a whole or in part, to support operations of French divisions to right or left.

Noteworthy was the fact that, all through its three months' occupation of the Boucq Sector, the relations with the French, both higher command and neighboring units in line, continued on the same plane of intimate friendship and mutual high esteem which began on the Chemin des Dames and continued to the end. The division, on entering the sector on March 28, took over the front of a division, and functioned as such as a unit of the 34th Army Corps (French).

Change in command of organizations during this period (March 28-June 28) included the following: 51st F.A. Brigade, Brig.-Gen. W. L. Lassiter, succeeded by Brig.-Gen. D. F. Aultman, May 9, 1918; 103d F.A., Col. E. T. Smith, succeeded by Col. P. D. Glassford, June 15, 1918; 102d M.G. Bn., Major John Perrins, succeeded by Captain D. T. Gallup, April 9, 1918, who was succeeded by Major J. D. Murphy on April 15, 1918; 101st F.S. Bn., Major O. S. Albright, succeeded by Major S. W. Walmsley, April 29, 1918, who was succeeded by Major Paul W. Fugne, June 19, 1918. Colonel D. K. Major became Division Chief of Staff on April 18, 1918.

The Aisne-Marne (Château-Thierry) Offensive

Upon relief from the Boucq Sector, the division was concentrated by Decauville (tramway) and marching in and near Toul, but preceded two days later by rail to the vicinity of Meaux with Division Headquarters at Nanteuil-les-Meaux. On July 5, it moved up to support positions near Montreuil-aux-Lions; and between July 5 and 8, it relieved the Second Division (9th Inf., 23d Inf., 5th and 6th Marines) in the line just to the northwest of Château-Thierry.

The great German drive southward between Compiègne and Rheims had reached the Marne River. For the moment it had been stopped, but a renewal of the attack was to be expected and was intended to start not later than July 15. It was just before the date when the great counter offensive stroke by Marshal Foch was to begin, that the division resumed duty on the front, taking over the hotly contested and hard-won line from Vaux (inclusive) — Boursches-Bois de Belleau — to the vicinity of Bussiares (exclusive). It formed part of the 1st Corps (U.S.) commanded by Major General Hunter Liggett, together with the 167th Division (French), which was on our left, and the 2d Division (afterwards the 4th) in support. On the division's right was the 39th Division (French). For the first time, an American corps entered the line to attack as an organization; and in the lead of the corps was the 26th Division.

In this so-called "Pas Fini" Sector, awaiting the hour to attack, the division suffered. With no system of trenches or shelters, there was great exposure to enemy machine gun and artillery fire; the woods and villages on the line (Vaux, Bouresches, Lucy le Bocage) were drenched with gas; a vigilant and aggressive enemy allowed no respite in his attentions. On July 12 and 13 he made a vigorous thrust at our positions in Vaux, held by the 101st Infantry, which beat back the blow as fiercely as it was dealt.

July 10, Major M. G. Bulkeley, Jr., succeeded Lt.-Col. J. L. Howard in command of the 101st Machine Gun Battalion. July 12, Col. J. H. Sherburne, commanding the 101st F.A., was promoted to brigadier general and transferred to duty away from the division. July 16, Brig.-Gen. Peter E. Traub, commanding the 51st Infantry Brigade, was promoted to major general and assigned to command the 35th Division, being succeeded by Brig.-Gen. George H. Shelton (then commanding the 104th Infantry).

July 18, the attack of the division, as part of the general operation to reduce the Château-Thierry salient and thereby avert the threatened danger to Paris, was begun by the 103d and 104th Infantry. The whole operation was a very difficult maneuver, for the right element of the division (101st Infantry) could not advance until the general line to the left had been brought up abreast of its position in and near Vaux; and, furthermore, no other element of the division could attack until elements further to the left had advanced sufficiently to straighten the general line. The division's axis of attack, moreover, required two changes of direction to be made. The closest liaison and mutual understanding was required of every unit down to companies.

The attack of July 18, led by the 3d Bn., 103d Inf., advanced the line of the 52d Brigade successfully. The villages of Belleau, Torcy, and Givry were taken; Hill 193, behind Givry, was twice won, but had to be abandoned, owing to the fact that the French on our left had not been able to make rapid enough progress to secure the position. Heavy opposition was encountered, especially at Bouresches railway station and Bouresches Wood, the enemy employing many machine guns and well-placed artillery fire.

On the afternoon of July 20 the right of the division (51st Infantry Brigade) moved forward, clearing the eastern part of the Bouresches Wood and other pieces of woodland where the enemy machine guns and snipers found ideal positions.

By noon of July 21 the division reached the Château-Thierry-Soissons road, where a brief halt was made prior to resuming the advance toward the Epieds-Trugny position and the more distant objective, the Jaulgonne-Fère-en-Tardenois road. Later that day the advance guard (102d Infantry) developed the enemy positions at Trugny and Epieds. On the morning of July 22 an attack was delivered, which was unsuccessful, although some progress was made. On July 23, with thorough artillery preparation, the division attacked again, the right Brigade (51st) endeavoring to penetrate and clean up Trugny Wood, while the left (52d) drove at Epieds and the woods behind it. Although stubbornly opposed, and in spite of severe losses, our troops went forward steadily. On July 24 the retiring enemy was followed closely, and our troops disposed on a line running through Bois La Fère between Breuvardes and Le Charmel. The attack was to have been resumed on July 25, but on that day the front-line elements of the division were relieved by the 58th Brigade.

Even a summary history of the work of the division in the Aisne-Marne offensive would be incomplete without allusion to the high commendation all elements won from the French Army Commander (General Desgouttes). His only criticism was that the troops were too impetuous — that in attack "they went ahead too fast." The efficient work of military police, and of the services of supply and evacuation, throughout a week of continuous attack and advance was most notable, as was the audacious dash

of the motorized 101st Machine Gun Battalion, who preceded the final forward movement of the infantry toward the Jaulgonne-Fère-en-Tardenois road in the same manner as independent cavalry. A battalion of the 101st Engineers served as combatant infantry before Trugny on July 22-23. A detachment of the divisional military police entered Epieds with the advance infantry, and had the Epieds-Bézu road traffic under control almost before the possession of the road was secure. The record of the 51st F.A. Brigade in this offensive was also remarkable. In common with the 101st Ammunition Train and the 101st F.S. Battalion, the artillery was not relieved on the same date (July 25-26) as the infantry. Continuing in action, it supported successively the 42d, 4th, and 28th Divisions, advancing as far as the Vesle River (a total advance of 41 kilometers) and was firing on Fismes when it was relieved, Aug. 5. The division, as a whole, effected an advance of 17.5 kilometers, took many prisoners and a very large amount of material including heavy artillery.

Rest Area

Upon relief from the line (July 25-26) the division (less artillery which rejoined some days later) was marched to a place in reserve, with headquarters at Méry-sur-Marne. Some opportunity for recuperation was given, but training for open warfare, with target practice, was promptly resumed. Aug. 13-18 the division moved by rail to the Châtillon Training Area, with headquarters at Massy-sur-Seine. Here, replacements were received; considerable new clothing and equipment were issued; and every effort was made to replace the animals (especially of the artillery), who had become very seriously reduced both in numbers and condition by their work at Château-Thierry.

Changes in command at this time included: 102d Infantry, Col. J. H. Parker was succeeded by Col. H. P. Hobbs, July 31, who in turn was succeeded by Col. H. I. Bearss (U.S.M.C.) on Aug. 10; Col. D. K. Major took command of 104th Infantry on July 31 and was succeeded by Col. G. McCaskey on Aug. 13. Col. Albert T. Bishop took command of 101st F.A. on Aug. 26 and was succeeded by Col. Robert E. Goodwin on Sept. 9. In 102d F.A. Col. M. E. Locke was succeeded by Lt.-Col. J. F. J. Herbert on Aug. 13. Capt. J. A. Walsh succeeded Capt. R. A. Greene in command of 101st Trench Mortar Battery on Sept. 11. On Aug. 1, Capt. A. L. Ford succeeded Capt. B. L. Ashby in command of Headquarters Troop. Aug. 15, Col. O. W. B. Farr succeeded Brig.-Gen. D. F. Aultman in command of 51st F.A. Brigade.

Active training for open warfare was carried on every day until, on Aug. 25, the troops began moving again, by rail, to the vicinity of Bar-le-Duc as a unit in the 5th Army Corps.

St. Mihiel Offensive

As fast as they detrained near Bar-le-Duc the troops were marched north. The greatest efforts were made to keep the movement secret. By day, the troops stayed under cover, and circulation was reduced to a minimum. Concentrated first in the vicinity of Sommediene, the division was moved almost at once to the so-called Rupt Sector, where (Sept. 5) it relieved the 2d French Dismounted Cavalry Division. The line which was taken over extended from Les Eparges on the left, through the Bois de Eparges, Monilly, across the Ravin de France, and thence in a generally southwest direction to Vaux-les-Palameix exclusive. Until Sept. 12 the sector remained quiet. On that date, however, began the great attack in force on the St. Mihiel salient by the First American Army, which had been long in preparation. At 1:00 o'clock the artillery began a heavy preliminary bombardment of seven hours' duration, the 51st F.A. Brigade being reinforced by the heavy artillery of the corps and army in great strength. At 8:00 o'clock the infantry attacked, following a rolling barrage, the 101st,

103d, 104th from right to left in that order. The 102d Infantry was held out as divisional reserve with the 101st Machine Gun Battalion. Rapid progress was made, in spite of enemy resistance in the thick woods of the Bois de St. Rémy (through which the 101st Infantry advanced) and from Le Chanot Bois, where the 103d and 104th had to cross wide stretches of open country without cover. The principal defense of the Germans were machine guns, well placed in concrete pill boxes; there was very little artillery response from the enemy to the formidable fire of our own guns. All objectives were reached during the afternoon and early evening of the 12th. The French on our right (2d D.C. à P.) had been equally successful. The enemy on their front retired rapidly and it was thought he was withdrawing toward St. Maurice-sous-les-Côtes which lay on our left, on the edge of the Woëvre Plain. Since our mission, like that of the French, was to drive the enemy off the high ground of the Côtes de Woëvre, the French division commander proposed that the 26th Division would act jointly with the 2d D.C. à P. and move to its own left on St. Maurice. This plan was on the point of being put into execution when word was received from headquarters 5th Army Corps about 5:30 o'clock in the afternoon, that every effort must be made to reach Hattonchâtel and Vigneulles, for the purpose of effecting a junction with the American advance from the south. Within a half hour after the order went to the division reserve to push through at once to Vigneulles, the troops (102d Infantry and 101st Machine Gun Battalion) were on the march, the machine gunners carrying their guns and ammunition by hand. The 102d Machine Gun Battalion and 101st Infantry followed shortly after. Pressing forward at top speed along the Grande Tranchée de Calonne and through the woods not yet completely cleared of the enemy, the 102d Infantry entered Vigneulles at 2:20 on the morning of Sept. 13. Detachments dispatched toward Haudicourt and Creüe got in touch with the left elements of the 1st Division a few hours later, the 101st Infantry occupying Hattonchâtel. On the left, the 52d Infantry Brigade cleared the high ground from Thillot-sous-les-Côtes to St. Rémy, and, following the retreating enemy with energy, established outposts far out in the Woëvre plain at Wadonville and Saulx, patrols going even further.

The success of the St. Mihiel operation was complete. At comparatively slight cost, the division executed to the letter the mission required of it, all elements outdoing each other in zeal and soldierly quality. Hardly less noteworthy than the night march to Vigneulles was the work of the engineers in making the wrecked roads passable for the field artillery, which was able to follow almost on the heels of the advancing infantry, while the trains and military police performed duty of a kind to win the highest praise. A great store of artillery and engineer material was captured, as well as many prisoners.

The Meuse-Argonne Offensive

The division remained on the line it had won for some time after the St. Mihiel drive. Certain minor adjustments were made in the sector held by our troops and by the French on our right and left; the position on the Côtes de Woëvre was organized and prepared against a possible counter offensive movement by the enemy. The division passed under the orders of the 2d Colonial Army Corps (French) and headquarters were established at Troyon-sur-Meuse. Very active raiding operations to make prisoners were undertaken, the 101st Infantry executing a raid on Bois de Warville, the 102d executing another in the direction of St. Hilaire, while the 52d Brigade was equally active against the enemy's new line on the left. Many prisoners were captured and the enemy constantly harassed by these means. His artillery fire, both gas and high explosive, caused our troops in such advanced positions as Hannonville, Saulx, Wadonville, and Herbeville, considerable losses, while weather conditions and the insufficiency of shelter

made the occupation of the sector very trying. When the situation warranted the move, such elements as could be spared were brought back to positions farther in the rear, where better living conditions were available. It was at this time the official division insignia to be worn on the left sleeve was authorized and adopted — a blue YD monogram on a diamond of khaki color.

On Sept. 26, the division was given the mission of executing a heavy raid against the German positions at Marchéville and Riaville, as a diversion in the general attack of the First American Army which was to start on that date on the whole Meuse-Argonne front. Similar raids were to be executed by the other divisions of the corps at the same hour, the orders being to penetrate the enemy lines, make prisoners, and occupy the position throughout the day, withdrawing under cover of darkness. The operation, undertaken under cover of dense fog by a battalion each of the 102d and 103d Infantry, strongly supported by machine gun detachments and the divisional artillery, operating under exceptional difficulties, was successfully accomplished despite heavy enemy resistance and counter attack, which caused severe casualties. The 103d Infantry entered the enemy's lines in perfect order, while for the meritorious conduct of the troops of the 102d Infantry, the regimental colors and 1st Battalion of that regiment were decorated with the Croix de Guerre by Marshal Petain in person, on Jan. 14, 1919.

Changes in command at this time included the following: 104th Infantry, Col. G. McCaskey succeeded by Col. B. F. Cheatham on Sept. 28; 102d F.A., Lt.-Col. J. F. J. Herbert succeeded by Col. J. A. Mack on Oct. 9; 103d F.A., Col. P. D. Glassford succeeded by Col. J. A. Twatchman on Oct. 20, Colonel Glassford being promoted to brigadier general and succeeding Col. O. W. B. Farr in command of the 51st F.A. Brigade. Oct. 1, Major F. B. LaCrosse succeeded to the command of the 101st F.S. Bn.; Oct. 18, Major H. L. Boyen took command of the 103d M.G. Bn.; Oct. 1, Major W. Denton took command of the 101st San. Train; Sept. 28, Capt. W. L. Morrison took command of Div. Hq. Troop; Sept. 18, Major Henry Wheelock succeeded Major T. O. Baker in command of the 101st Supply Train; Oct. 19, Capt. J. R. Sanborn succeeded Lt.-Col. J. D. Murphy in command of 102d M.G. Bn.

Withdrawn from this (Troyon) sector, the division passed into Army Reserve, concentrated in and near Verdun. On Oct. 14, the 104th Infantry was put into sector as reserve of the 17th Army Corps (French); it relieved elements of the 18th Division (French) and took part in an attack for the purpose of obtaining possession of the Bois d'Haumont on Oct. 16, supported by tanks. The following day the division headquarters were moved from Verdun to the advanced command post near Bras and the relief of the 18th Division was completed. The occupation of this sector (Neptune) continued until Nov. 14. While the larger part of the army, in conjunction with the 4th French Army, was operating west of the Meuse, in the Argonne Forest, the 17th Corps (which included the 33d, 29th, 79th, and 26th American Divisions as well as three French divisions) was charged with the duty of protecting the army's right flank and extending its success easterly and northeasterly by clearing the enemy from his very strongly held positions on the Côtes de Meuse above Verdun. To hold this line, which guarded a main line of communications, was vitally important to the Germans. The successive reduction and occupation of such strong points and resistance centers in the general position as Bois de Cousenvoye, La Grande Montagne, Bois Belieu, Hill 360, Hill 324, Bois d'Ormont, Ville devant Chaumont, Bois de Ville, and La Warville, to name only the principal strongholds, was the difficult task assigned to the various units of the corps. Conditions were very severe, not only for the Twenty-Sixth, but for all divisions. Influenza was preva-

lent; the rain was almost continuous; shelter was insufficient. The enemy occupied positions of great natural strength, and was backed by a numerous artillery. What estimate the enemy placed on the importance of the Verdun front may be judged from the following captured official German document :

Vth Army Staff
Ia. No. 10619 Secret

Army Hq., Oct. 1, 1918.

According to information in our possession, the enemy is about to attack the Vth Army east of the Meuse and try to push toward Longuyon. The object of this attack is to cut the Longuyon-Sedan line, the most important artery of the Army of the West. Moreover, the enemy's intention is to render it impossible for us to exploit the Briey basin, on which depends in large part our steel production. This, the heaviest part of the task, will once more fall on the Vth Army in the course of the combats in the coming weeks, and the safety of the Fatherland will be in its hands. It is on the unconquerable resistance of the Verdun front that depends the fate of a great part of the western front, perhaps even of our nation. The Fatherland must rest assured that every commander and every man realize the greatness of his mission and that he will do his duty to the very end. If we do this, the enemy's attack will, as heretofore, break against our firm will to hold.

The Commander in Chief
VON DER MARWITZ
General of Cavalry and Adjutant General."

To insure that the Verdun front would hold, the enemy concentrated there the best troops at his disposal. Between Oct. 18 and Nov. 11, the 1st Landwehr, 32d (relieved by the 192d), 15th, and 33d German divisions were identified in the sector held by the Twenty-Sixth. And that as many German divisions as possible should be pinned there, and thus diverted from the defense of the Argonne line, was the purpose of the higher command. Thus, if the service of the division at Verdun was difficult, it was even more a service of the highest responsibility and honor.

Attacks were made on Oct. 23-27 inclusive, in conjunction with the 29th Division against the Pylon d'Etrayes-Bois Belieu-Hill 360 positions, by the 51st Infantry Brigade, which won for us a considerable advance, in spite of our heavy losses. For the possession of Bois Belieu, the 101st Infantry struggled desperately; to win a foothold on Hill 360 beyond the Bois d'Ormont, the 102d Infantry gave of its best, just as the division's neighbors on the last (the 29th and 33d and later the 79th Divisions) had fought for every meter of ground between our line and the river Meuse. Our rapidly waning strength in effectives was very serious, especially as no replacements, either of officers or men, were forthcoming at the time. On Oct. 24 Major General Edwards was succeeded in command of the division by Brigadier-General Frank E. Bamford. In the 51st Infantry Brigade, Colonel H. I. Bearss (of the 102d Infantry) had taken Brig.-General G. H. Shelton's place during the latter's illness between Oct. 14 and 25, on which date General Shelton resumed command. On Oct. 25, Colonel E. L. Logan of the 101st Infantry was succeeded by Colonel H. P. Hobbs. Following the attacks of Oct. 23-27, the next few days passed without any action save vigorous and successful patrolling to make prisoners, though the artillery executed heavy retaliation and destructive concentrations every day on the German battery positions and assembly points. But, following the reported commencement of an enemy withdrawal on Nov. 7, the division, with its general axis of advance changed from east to southeast, executed a second attack on a wide front, towards the Jumelles d'Orne beyond the Chaumont-Flabas line. The attack was renewed daily up to and including Nov. 11. The battalions, reduced to mere skeletons at their effective strength, were pushed forward slowly but steadily in the face of the heaviest opposition, the enemy yielding only very gradually.

Finally, at 11:00 o'clock of Nov. 11, the line attained extended southward from Ville devant Chaumont, past Cap de Bon Esperance and St. André Farm, to the vicinity of the Ouvrage de Bezonvaux, where the cessation of hostilities brought the active operations of the division to a conclusion. A few days earlier, on Nov. 6, Colonel F. M. Hume of the 103d Infantry had been succeeded in command by Lt.-Col. C. M. Dowell; on Nov. 9 Brig.-General C. H. Cole was succeeded in command of the 52d Inf. Brigade by Brig.-General G. H. Shelton, whose command of the 51st Inf. Brigade was taken over by Colonel H. I. Bearss. On Nov. 2 Captain R. Myers succeeded Major M. G. Bulkeley in command of the 101st Machine Gun Battalion. The latter days of the Verdun operations brought in daily captures of prisoners, secured by raiding patrols from all the infantry regiments. The stay of the division on the Verdun front was longer than that of any other (25 full days), except its neighbor, the 26th French. Its ground gained amounted to a depth of 5.5 kilometers, every inch of which was secured by the hardest fighting against the greatest difficulties.

On Nov. 14 the division was relieved in the Neptune Sector by the 6th Division, and proceeded by marching to the Eighth Training Area, where headquarters were established at Montigny-le-Roi on Nov. 23. An extensive program of training — drill ceremonies, terrain exercises, and maneuvers — was undertaken. The troops were refitted, and many replacements received from hospitals and depot, so that gradually approximately full strength was resumed. On the occasion of the visit of President Wilson to G.H.Q., Dec. 24–25, the guard of honor was furnished by the 2d Battalion, 102d Infantry, with the band of the 101st Engineers; the division was represented at the Presidential Review at Humes by a provisional battalion of infantry, and detachments from the 102d Machine Gun Battalion, 101st Engineers, and 101st Field Signal Battalion; and the President ate Christmas dinner with the Commanding General and officers of division headquarters and officers who had received French or American decorations.

Changes in command during this period were as follows: in the command of the division, Brig.-General F. E. Bamford was succeeded by Major General Harry C. Hale on Nov. 17. On Nov. 23, Brig.-General L. L. Durfee succeeded Col. H. I. Bearss in command of the 51st Infantry Brigade, and was succeeded by Brig.-General G. H. Shelton on Dec. 7. Brigadier-General C. H. Cole resumed command of the 52d Infantry Brigade Dec. 7. On Feb. 7, Brig.-General P. D. Glassford was succeeded in command of the 51st F. A. Brigade by Brig.-General J. H. Sherburne. On Feb. 4, Colonel E. L. Logan resumed command of the 101st Infantry. On Dec. 12, Colonel D. Potts took command of the 102d Infantry. On Dec. 2, Colonel P. W. Arnold succeeded Lt.-Col. C. M. Dowell in command of the 103d Infantry, and following the death of Col. Arnold on Jan. 25, Colonel F. M. Hume resumed command (Feb. 4). In the 101st Machine Gun Battalion, Major L. H. Watres was in command Dec. 27–Jan. 14, and Major S. Westbrook succeeded him on Feb. 28. Major W. R. Carpenter commanded the 102d Machine Gun Battalion Dec. 20–Feb. 22, succeeded on the latter date by Major J. R. Sanborn. On Jan. 11, Major A. L. Crafts took command of the 101st Field Signal Battalion. On Dec. 10, Lt.-Col. F. E. Jones took command of 101st Sanitary Train. On Jan. 5, 1st Lt. T. J. Byrne was placed in command of Divisional Headquarters Troop.

On Jan. 21, 1919, the division started moving to the American Embarkation Center, where headquarters were opened at Ecommoy(Sarthe). On March 14, orders were received for the movement of the division to the embarkation port for home — almost exactly eighteen months from the date the first units of the division arrived in France.

Inspection of the maps showing areas in which the division operated discloses the confidence reposed in the fighting qualities of the division. It was given the task not only of holding important sectors but of overcoming an enemy determined to maintain his all-important positions. This was particularly so north of Verdun, where the enemy held positions of natural strength equal to any in the Meuse-Argonne, and as strongly prepared. Neither losses nor wastes in men nor miles gained in an offensive indicate the achievement of a military force unless other factors, as enemy strength and resistance, and terrain are taken into consideration.

During the Aisne-Marne battle, prior to relief in La Fère Forest, casualties had exceeded 4000 men, including 594 killed and 1245 severely wounded and 1200 men who had been evacuated as sick or exhausted. The arrival in line of the 56th Brigade, which had been temporarily placed under the command of General Edwards to assist in carrying out the mission set for the division, was too late to relieve the division of any part of the combat, and during the pursuit on the last day was closely followed by the 51st Brigade.

While in reserve after withdrawing from the front line during the Aisne-Marne offensive, General Edwards, learning of the arrival of the 76th Division in France, verbally requested General Pershing to authorize the use of that division to provide replacements for the 26th, which at that time needed about 6000 replacements. Although General Pershing thought favorably of this suggestion, and General Edwards thereupon made formal request for replacements from the 76th, the emergencies of other divisions prevailed and the replacements which did come to the division were chiefly from divisions which had been raised in western and southwestern states.

Not only was the 26th used to replace the 2d Division at one of the most critical positions on the Marne front, but was used in the attack north of Verdun.

There, east of the Meuse, the 18th (French), the 29th, and 33d Divisions had been engaged in the order named from right to left since Oct. 8, and had pushed back the German lines to a very strong defensive position, the right center of which it now fell to the 26th Division to take.

This war-ravaged area afforded little natural or artificial protection. The hillsides, once tree-covered, were swept nearly bare; the villages and hamlets were merely scattered ruins and even then distinguishable only by the temporary signs of location and road direction. The task of bringing up supplies was attended with extreme danger; every road and every part of the former trench system, every ravine or other natural shelter being under German observation and accurate artillery fire. In fact, this was one of the most exposed and desolate sections on the whole front. Here, for 26 days and nights the division fought to drive the enemy from one of his most vital positions. A competent authority (Major Taylor) has stated: "No harder tasks were assigned to any unit of the Expeditionary Force than the missions of the Twenty-Sixth between Oct. 18 and Nov. 11."

Late on the night of Nov. 10, orders arrived for the division to attack in the morning. At 5:45 A.M., Nov. 11, a radio message was received, signed by Marshal Foch, to the effect that hostilities would cease at 11:00 A.M., French time. This order was immediately transmitted to the front-line organizations, but the order for the attack remained unchanged. Later, word was sent to the division and thence to the front that the attack order was modified to the effect that although artillery preparation would be carried out as per schedule, the infantry would not advance to the attack. Almost immediately, however, there came another change in the orders, to the effect that the original attack order would stand; and that the infantry would participate. A second message to this effect was sent forward. To show the confusion into which the front-

line elements were thrown by these orders, when the last order arrived at the front it found some of the attack units already under way, while others, which had received the order to stand fast, had done so. These were now under the necessity of assembling and forming for the advance. As the line finally advanced to the attack it was an irregular one with coördination of the attack elements impossible.

Copies of the last operations reports are appended hereto :

HEADQUARTERS 26TH DIVISION
American Expeditionary Forces
France
Operations Report

10 November 18.

From NOON, 9 November 18, to NOON, 10 November 18.

1. *General Impression :*

Renewed attack, continuing at time of this report.

American :

2. *Infantry :*

Attack by our infantry was resumed from the line : 31.5-80.9-31.8-79.7 to western slopes of FOND des FAUX from 31.8-78.8 to 31.5-78.1 along edge of BOIS de CHAMPNEUVILLE from 32.4-77.4-1874-32.1-76.9, along BOYAU de la CHALDEE from 32.6-76.0 to 32.5-75.5, intervals connected by liaison groups; toward the objective AZANNES-GREMILLY-MAUCOURT-DIEPPE road at 6:00 o'clock, in compliance with F.O. No. 104, and is in progress at the time of this report. During the night, energetic patrolling was maintained toward the front; liaison established, and ground prepared for possible enemy counter-attack.

Enemy :

Energetic resistance by machine guns.

3. *Artillery :*

Harassing fire and concentrations in support of infantry operations were delivered throughout the night and preparatory to the attack on the morning of 10 November. The ravines CHANOIS, SOUMEZANNES, SEVERAUCHAMP, RENARDS, RATTES, GAROSSES; Hill 307; tr. de SILESIE; battery positions and enemy assembly points were all taken under heavy fire.

Reaction to our fire not very severe; some brief but well-placed concentrations on infantry elements hindered our advance.

Total number of rounds expended :

75 m/m : 2490

155 m/m : 642

4. *Aviation :*

Slight activity :

Not very active.

5. *Losses :*

Casualties from noon, 9 November 18, to noon, 10 November 18, from periodical reports of Divisional Sorting Station :

<i>Killed</i>	<i>Wounded</i>	<i>Gassed</i>	<i>Total</i>
6 ¹	133	32	171

6. *Miscellaneous :*

Weather : Hazy.

Visibility : Low.

Troop Movements : Combat and supply trains moved forward during the night, to join organizations. Company A, 1st Gas Regt., attached to Division, was disposed.

EMERSON G. TAYLOR, Acting A. C. of S. G-3.

¹ Includes one officer.

TWENTY-SIXTH DIVISION

HEADQUARTERS 26TH DIVISION American Expeditionary Forces France

Operations Report

12 November 18.

From noon, 11 November 18, to noon, 12 November 18.

1. General Impression:

Quiet.

American:

Enemy:

2. Infantry:

Following cessation of hostilities 11:00 o'clock, 11 November, the location of troops of both brigades on the line was immediately marked, and an outpost line there established, on the front of each regiment. Movement was ordered with a view to locating all battalions where the troops could secure maximum of shelter and rest, which is in progress at time of this report.

Retirement from former front line.

3. Artillery:

Fire in preparation and support of infantry operation 9:00 to 11:00 o'clock, November 11th, not included in previous reports:

No activity.

Rounds expended: 75 m/m: 2962

155 m/m: 1069

4. Aviation:

N.T.R.

N.T.R.

5. Losses:

None.

6. Miscellaneous:

Weather: Cloudy to clearing.

Visibility: Low.

Troop Movements: 101st Inf. to CÔTE de POIVRE-BOIS FRANCO-BOCHE area; 1 Battalion, 102d Inf. to CÔTE de TALOU; 1 Battalion, 103d Inf. to RAVIN d'AVEMONT; 1 Battalion, 104th Inf. to vicinity SAMOGNEUX; 102d M.G. Bn., 103d M.G. Bn., to area of MARRE; 101st M.G. Bn. to line, relieving infantry M.G. companies.

EMERSON G. TAYLOR, Acting A.C. of S., G-3.

For further details see under the various organizations composing the division, which follow.

Headquarters sailed from Brest March 27, 1919, and arrived in Boston April 4, 1919. The division was concentrated at Camp Devens, where a formal review was held April 22, and on the 25th the division paraded in Boston. Officers and men were discharged April 28-29, 1919.

HEADQUARTERS 26TH DIVISION American Expeditionary Forces France

19 January 19.

Memorandum:

1. The accompanying table, compiled in the office of the Division Adjutant, is published as possessing historical interest and importance.

Distribution:

To include Regimental and Separate Unit Commanders.

EMERSON G. TAYLOR
Captain, Infantry
(Division Historical Officer)

MASSACHUSETTS IN THE WORLD WAR

	OFFICERS			ENLISTED MEN		
	Strength Jan. 8, 1919	Came over with Division	%	Strength Jan. 8, 1919	Came over with Division	%
101st M.G. Bn.	15	8	53.3	376	238	63.3
102d M.G. Bn.	25	14	56.0	794	421	53.0
103d M.G. Bn.	25	12	48.0	790	624	79.0
101st Infantry	103	8	7.9	3581	1736	48.5
102d Infantry	91	16	18.0	3904	1522	39.0
103d Infantry	93	24	25.5	3614	1734	48.0
104th Infantry	96	24	25.0	3323	1927	58.0
101st Field Artillery	57	25	43.8	1425	1011	71.0
102d Field Artillery	59	21	35.6	1453	1031	71.0
103d Field Artillery	77	26	33.7	1716	1183	68.9
101st Engineers	48	24	50.0	1761	1215	69.0
101st Field Sig. Bn.	14	4	28.5	466	192	41.2
101st Tr. Hq. & M.P.	16	11	68.6	277	254	91.7
101st Ammunition Train	34	22	64.4	1162	860	74.0
101st Supply Train	9	8	87.5	450	293	65.0
101st Sanitary Train	45	34	75.5	1042	666	64.0
51st Inf. Brigade	3	3	100.0	21	5	25.0
52d Inf. Brigade	5	4	80.0	19	10	50.0
51st F.A. Brigade	4	3	75.0	66	60	90.0
Division Hq. & Troop	60	36	60.0	210	147	70.0
Mobile Repair Shop No. 1.	1	1	100.0	35	31	88.0
M.S.T.U. No. 362	1	0	0.0	25	2	8.0
Motor Transport Office	3	3	100.0	6	6	100.0
A.P.O. No. 709	1	1	100.0	24	20	83.3
Totals	885	332	37.5	26,540	15,188	67.2

BATTLE CASUALTIES 26TH DIVISION¹

(The division served in the front line a total of 210 days)

101ST INFANTRY

	GASSED	WOUNDED	KILLED
Feb. 5 to March 27	36	14	4
March 28 to June 30	468	129	18
July 1 to 17	99	29	14
July 18 to 31	421	271	56
Sept. 1 to 25	13	101	21
Sept. 26 to Nov. 11	248	702	163
	<u>1285</u>	<u>1246</u>	<u>276</u>

102D INFANTRY

	GASSED	WOUNDED	KILLED
Feb. 5 to March 27	403	33	2
March 28 to June 30	311	296	89
July 1 to 17	235	43	4
July 18 to 31	285	498	133
Sept. 1 to 25	15	95	2
Sept. 26 to Nov. 11	650	765	246
	<u>1899</u>	<u>1730</u>	<u>476</u>

¹ From The Medical Department, Vol. XV., Statistics, prepared under the direction of The Surgeon General. Washington, 1925.

TWENTY-SIXTH DIVISION

103D INFANTRY

	GASSED	WOUNDED	KILLED
Feb. 5 to March 27	5	31	2
March 28 to June 30	349	130	36
July 1 to 17	32	60	28
July 18 to 31	328	562	115
Sept. 1 to 25	20	157	25
Sept. 26 to Nov. 11	485	298	65
	1219	1238	271

104TH INFANTRY

	GASSED	WOUNDED	KILLED
Feb. 5 to March 27	9	22	1
March 28 to June 30	43	209	49
July 1 to 17	25	88	16
July 18 to 31	206	566	98
Sept. 1 to 25	7	133	21
Sept. 26 to Nov. 11	313	486	95
	603	1504	280

101ST FIELD ARTILLERY

	GASSED	WOUNDED	KILLED
Feb. 5 to March 27	0	0	0
March 28 to June 30	2	15	3
July 1 to 17	39	5	3
July 18 to 31	27	34	9
Sept. 1 to 25	6	2	0
Sept. 26 to Nov. 11	81	31	8
	155	87	23

102D FIELD ARTILLERY

	GASSED	WOUNDED	KILLED
Feb. 5 to March 27	0	6	0
March 28 to June 30	13	34	6
July 1 to 17	2	3	0
July 18 to 31	9	39	17
Sept. 1 to 25	1	9	0
Sept. 26 to Nov. 11	100	23	9
	125	114	32

103D FIELD ARTILLERY

	GASSED	WOUNDED	KILLED
Feb. 5 to March 27	0	1	0
March 28 to June 30	21	22	4
July 1 to 17	20	2	0
July 18 to 31	7	37	6
Sept. 1 to 25	1	11	3
Sept. 26 to Nov. 11	65	28	8
	114	101	21

101ST ENGINEERS

	GASSED	WOUNDED	KILLED
Feb. 5 to March 27	1	14	3
March 28 to June 30	31	15	3
July 1 to 17	89	22	8
July 18 to 31	55	58	1
Sept. 1 to 25	4	14	1
Sept. 26 to Nov. 11	20	35	1
	200	158	17

MASSACHUSETTS IN THE WORLD WAR

101ST MACHINE GUN BATTALION

	GASSED	WOUNDED	KILLED
Feb. 5 to March 27		1	
March 28 to June 30	2	3	1
July 1 to 17	0	0	0
July 18 to 31	3	24	5
Sept. 1 to 25	0	1	0
Sept. 26 to Nov. 11	30	22	5
	35	51	11

102D MACHINE GUN BATTALION

	GASSED	WOUNDED	KILLED
Feb. 5 to March 27	1	3	1
March 28 to June 30	8	18	15
July 1 to 17	34	4	1
July 18 to 31	28	32	11
Sept. 1 to 25	2	4	0
Sept. 26 to Nov. 11	55	106	32
	128	167	60

103D MACHINE GUN BATTALION

	GASSED	WOUNDED	KILLED
Feb. 5 to March 27		1	
March 28 to June 30	7	12	6
July 1 to 17	2	7	1
July 18 to 31	39	42	15
Sept. 1 to 25	0	8	1
Sept. 26 to Nov. 11	51	44	5
	99	114	28
Total	5910	5545	1485

The above items do not include casualties in auxiliary troops, nor deaths in hospitals, result of wounds or sickness resulting therefrom. Deaths of Massachusetts men in the division totalled 1036.

Total casualties are elsewhere given as 13,664, of whom 1587 were killed in action or died of wounds. It is difficult to reconcile the figures as given at various dates. Replacements numbered 14,411.

EXTRACT OF LETTER FROM A.C. OF S., 26TH DIV., DEC. 20, 1918

The 26th Division was the first American unit organized as a division in the United States and that landed complete in France.

The 26th Division served in the front line a total of seven (7) months, or 210 days.

While in the Toul Sector, the 26th Division engaged in the first two battles in which the Americans fought without the support of French infantry. After the battle in the Bois Brûlé at Apremont, one of the regiments (104th Infantry) was cited in French Army Corps Orders and had its colors decorated with the Croix de Guerre. The 104th Infantry is the only American regiment in the United States Army to have its colors decorated by a foreign government.

The 26th Division had been cited in American and French Orders and in letters as follows:

Cited in G.O. No. 7, Hq. 11th Army Corps (French), March 15, 1918.

Cited (104th Inf.) in G.O. No. 737 A, Hq. 32d Army Corps (French), April 26, 1918.

Commended (101st Inf.) in Service Memorandum, Hq. VIIIth Army (French), June 8, 1918.

Commended in Service Memorandum, Hq. VIIth Army (French), June 17, 1918.

Congratulated in Memorandum, Hq. 32d Army Corps (French), June 18, 1918.

TWENTY-SIXTH DIVISION

Cited in G.O. No. 131, Hq. 32d Army Corps (French), June 18, 1918.
 Commended (103d Inf.) in letter from G.H.Q., A.E.F., June 20, 1918.
 Cited in G.O. No. 133, Hq. 32d Army Corps (French), June 27, 1918.
 Congratulated in letter, Hq. VIth Army (French), July 29, 1918.
 Cited in G.O., VIth Army (French), Aug. 9, 1918.
 Cited in G.O., G.H.Q., A.E.F., Aug. 28, 1918.
 Cited (102d Inf.) in G.O., No. 19, Hq. 5th Army Corps, A.E.F., Sept. 18, 1918.
 Commended in letter from Hq. 2d Colonial Corps (French), Oct. 3, 1918.
 Commended in letter from Hq. 2d Colonial Corps (French), Oct. 7, 1918.
 Commended in letter from Hq. 17th Army Corps (French), Oct. 24, 1918.
 Commended (104th Inf.) in letter from Hq. 18th Division (French), Oct. 17, 1918.
 Commended in letter from Hq. 2d Colonial Corps (French), Nov. 14, 1918.

19. *Nicknames of Division:*

"YANKEE DIVISION." — Distinctive insignia worn on left sleeve, according to G.O. No. 35, Hq. 1st Army A.E.F. "Monogram YD" in dark blue on diamond-shaped field of olive drab.

H. R. HORSEY,
Major, Infantry.

HEADQUARTERS 26TH DIVISION

American Expeditionary Forces

France

9 December, 1918.

From: Commanding General.

To: Commanding General, American Expeditionary Forces.

Subject: Brief Historical Record.

1. The following information concerning the 26th Division is furnished in compliance with telegram G-3, G.H.Q., December 5, 1918.

(a) Date of arrival of Division Headquarters, 26th Division, in Zone and successive locations:

LOCATIONS	DEPARTMENT	DATE OF ARRIVAL
Neufchâteau	Vosges, France	Oct. 31, 1917
Couvrelles	Aisne	Feb. 8, 1918
Bar-sur-Aube	Aube	March 18, 1918
Joinville	Haute Marne	March 25, 1918
Reynel	Haute Marne	March 27, 1918
Boucq	Meurthe et Moselle	March 31, 1918
Trondes	Meurthe et Moselle	June 20, 1918
Toul	Meurthe et Moselle	June 28, 1918
Nanteuil-les-Meaux	Seine et Marne	June 29, 1918
Chamigny	Seine et Marne	July 9, 1918
Genevrois Farm	Aisne	July 10, 1918
Méry-sur-Marne	Seine et Marne	July 15, 1918
Genevrois Farm	Aisne	July 20, 1918
Lucy-le-Bocage	Aisne	July 21, 1918
Grand Ru Farm	Aisne	July 21, 1918
Méry-sur-Marne	Seine et Marne	July 30, 1918
Mussy-sur-Seine	Aube	Aug. 16, 1918
Bar-le-Duc	Meuse	Aug. 29, 1918
Sommediene	Meuse	Aug. 30, 1918
Rupt-en-Woëvre	Meuse	Sept. 6, 1918
Troyon-sur-Meuse	Meuse	Sept. 16, 1918
Verdun	Meuse	Oct. 8, 1918
Bras	Meuse	Oct. 18, 1918
Pierrefitte	Meuse	Nov. 14, 1918
Benoite-Vaux	Mense	Nov. 15, 1918
Frebecourt	Vosges	Nov. 19, 1918
Montigny-le-Roi	Haute Marne	Nov. 23, 1918

MASSACHUSETTS IN THE WORLD WAR

(b) Successive periods in front lines of 26th Division :

DATE OF ENTRY	PLACE	SECTOR	ACTIVE OR QUIET	DATE OF WITHDRAWAL
Feb. 6, 1918	North of Soissons (Brigaded with Fr.)	Chemin des Dames	Quiet	March 21, 1918
April 3, 1918	North of Toul	La Reine and Boucq	Quiet	June 28, 1918
July 10, 1918	N. W. of Château-Thierry	Pas Fini	Active	July 25, 1918
Sept. 8, 1918	North of St. Mihiel	Rupt and Troyon	Active	Oct. 8, 1918
Oct. 18, 1918	North of Verdun	Neptune	Active	Nov. 14, 1918

(c) 51st Field Artillery Brigade operated with 26th Division during all activities.

(d) Prisoners captured by 26th Division :

LOCATION	OFFICERS	MEN	TOTAL
North of Toul	6	43	49
Northwest of Château-Thierry	2	244	246
North of St. Mihiel	48	2520	2568
North of Verdun	5	280	285
Aggregate	61	3087	3149

(e) Material captured by 26th Division :

	JULY 18-25 (CHÂTEAU-THIERRY)	SEPT. 12-13 (ST. MIHIEL)	TOTAL
Heavy Artillery	1	2	3
Light Artillery	3	10	13
Trench Mortar	7	8	15
Machine Guns	23	109	132
Rifles		42	42

(f) Total casualties of 26th Division since arrival in France :

	OFFICERS	MEN	TOTAL
Killed	78	1652	1730
Wounded severely	100	3524	3624
Wounded slightly	111	2708	2819
Gassed	113	3250	3363
Missing	10	273	283
Prisoners	9	127	136
Total	421	11,534	11,955

OFFENSIVE	DATE, 1918	TOTAL DEPTH OF ADVANCED KILOMETERS
Château-Thierry	July 18-25	17.5
St. Mihiel Salient	Sept. 12-13	14.0
Verdun Area	Oct. 11-Nov. 11	5.5
		37.0

HARRY C. HALE,
Major General, Commanding.

TWENTY-SIXTH DIVISION

HEADQUARTERS 26TH DIVISION American Expeditionary Force

France, January 14, 1919.

ROSTER OF COMMANDING OFFICERS

Major General Harry C. Hale, Commanding.
Captain Paul L. White, A.D.C.
Captain Willis H. Hale, A.D.C.
Captain Lawrence B. Cummings, A.D.C.

DIVISION STAFF

Colonel Duncan K. Major, Jr., Chief of Staff.
Major Albert E. Greenlaw, Assistant Chief of Staff, G-1.
Major Hamilton R. Horsey, Assistant Chief of Staff, G-2.
Lientenant Colonel Cassius M. Dowell, Assistant Chief of Staff, G-3.
Lieutenant Colonel Charles A. Stevens, Adjutant.
Lieutenant Colonel Alfred F. Foote, Inspector.
Lieutenant Colonel Elon F. Tandy, Quartermaster.
Major Thomas L. Jenkins, Surgeon.
Lieutenant Colonel William H. Dolan, Ordnance Officer.
Lieutenant Colonel Harry B. Anderson, Judge Advocate.
Lientenant Colonel Charles N. Sawyer, Signal Officer.
Lieutenant Colonel John D. Murphy, Machine Gun Officer.
Colonel George W. Bunnell, Engineer.
Major Charles W. Lewis, Dental Surgeon.
First Lieutenant Otto J. Conzelman, Acting Veterinarian.
First Lieutenant Keith P. Ribble, Gas Officer.
Captain William J. Henderson, Motor Transport Officer.
First Lieutenant Michael J. O'Connor, Division Chaplain.

HEADQUARTERS TROOP

Lieutenant Thomas J. Byrne, Commanding.

101ST MACHINE GUN BATTALION

Major Laurence H. Watres, Commanding.
First Lieutenant Chester F. Comey, Acting Adjutant.

51ST INFANTRY BRIGADE

Brigadier General George H. Shelton, Commanding.
Major Judson Hannigan, Adjutant.
First Lieutenant Silas S. Clark, A.D.C.

102D MACHINE GUN BATTALION

Major William P. Carpenter, D.S. at Infantry School.
Captain John R. Sanborn, Commanding.
First Lieutenant Gerald Courtney, Adjutant.

101ST INFANTRY

Colonel Horace P. Hobbs, Commanding.
Lieutenant Colonel Henry N. Coleman.
Captain Robert J. Hammerschleg, Adjutant.
Major Sidney G. Brown, Commanding 1st Battalion.
Major Thomas F. Foley, Commanding 2d Battalion.
Major Harry B. Gilstrap, Commanding 3d Battalion.
Major William J. McCarthy, Unassigned.

102D INFANTRY

Colonel Douglas Potts, Commanding.
Lieutenant Colonel Thomas M. Hunter.
Captain Cyrus C. Washburn, Adjutant.
Major Clarence M. Thompson, Commanding 1st Battalion.
Major Harry B. Bissell, Commanding 2d Battalion.
Major James D. Corbiere, Commanding 3d Battalion.
Major James F. Johnson, Unassigned.

52D INFANTRY BRIGADE

Brigadier General Charles H. Cole, Commanding.
Major Robert H. Barrett, Adjutant.
First Lieutenant Francis V. Logan, A.D.C.
First Lieutenant John C. Leggat, A.D.C.
First Lieutenant H. G. Lund, A.D.C.

103D MACHINE GUN BATTALION

Major Herbert L. Bowen, Commanding.
Captain Earle W. Chandler, Acting Adjutant.

103D INFANTRY

Colonel Percy W. Arnold, Commanding.
Lieutenant Colonel William H. Beck.
Captain William D. Martin, Jr., Adjutant.
Major Horace C. Bates, Commanding 1st Battalion.
Major Sherman N. Shumway, Commanding 2d Battalion.
Major William E. Southard, Commanding 3d Battalion.

104TH INFANTRY

Colonel B. Frank Cheatham, Commanding.
Lieutenant Colonel Anton C. Cron.
Captain William H. Stiles, Adjutant.
Major Edward J. Connelly, Commanding 1st Battalion.
Captain John Rachek, Commanding 2d Battalion.
Major James H. McDade, Commanding 3d Battalion.
Major Harry A. Musham, Unassigned.

51ST FIELD ARTILLERY BRIGADE

Brigadier General Pelham D. Glassford, Commanding.
Major Wayland M. Minot, Adjutant.
First Lieutenant Livingston Whitney, A.D.C.

101ST FIELD ARTILLERY

Colonel Robert E. Goodwin, Commanding.
Lieutenant Colonel Frank S. Perkins.
Captain Benjamin H. Ticknor, Adjutant.
Major Erland F. Fish, Commanding 1st Battalion.
Major Ivar Hendricksen, Commanding 2d Battalion.

102D FIELD ARTILLERY

Colonel Jacob A. Mack, Commanding.
Lieutenant Colonel John F. J. Herbert.
Captain Ray Harrison, Adjutant.
Captain Lawrence B. Page, Commanding 1st Battalion.
Captain Roger C. Swaim, Commanding 2d Battalion.

TWENTY-SIXTH DIVISION

103D FIELD ARTILLERY

Colonel J. Alden Twachtman, Commanding.
Lieutenant Colonel Eugene T. Spencer.
Captain Stuart L. Bullivant, Acting Adjutant.
Major Norman D. McLeod, Commanding 1st Battalion.
Major Harold R. Barker, Commanding 2d Battalion.
Major Stanley Bacon, Commanding 3d Battalion.

101ST TRENCH MORTAR BATTERY (DETACHED)

Captain James A. Walsh, Commanding.

101ST ENGINEERS

Colonel George W. Bunnell, Commanding.
Lieutenant Colonel Arthur Bartlett.
Captain Herbert C. Thomas, Adjutant.
Major Porter B. Chase, Commanding 1st Battalion.
Captain George E. Parsons, Commanding 2d Battalion.
Major John F. Osborn, Unassigned (D.S. at Paris).

101ST FIELD BATTALION SIGNAL CORPS

Captain Russell Hobbs, Commanding.
First Lieutenant Archie G. McPherson, Adjutant.

101ST TRAIN HEADQUARTERS

Colonel Warren E. Sweetser, Commanding.
Captain Charles E. Akeley, Adjutant.

26TH MILITARY POLICE COMPANY

Captain Michael J. Dee, Commanding.

101ST AMMUNITION TRAIN

Lieutenant Colonel William J. Keville, Commanding.
Captain Oliver Turner, Adjutant.

101ST SUPPLY TRAIN

Major Henry H. Wheelock, Commanding.
Second Lieutenant Francis Wyman, Adjutant.

101ST ENGINEER TRAIN

First Lieutenant Schuyler R. Waller, Commanding.

101ST SANITARY TRAIN

Major Fred E. Jones, Commanding.
Major Owen H. Kenan, Commanding Field Hospital Section.
Captain Herbert W. Taylor, Commanding Ambulance Section.

101ST MOBILE ORDNANCE REPAIR SHOP

First Lieutenant James W. Armour, Commanding.

MOBILE REPAIR SHOP NO. 1

Second Lieutenant John C. Aikens, Commanding.

MACHINE SHOP TRUCK UNIT NO. 377

First Lieutenant Clint O. Perrins, Commanding.

CLOTHING SQUAD NO. 11

Second Lieutenant William E. Coffee, Commanding.

MASSACHUSETTS IN THE WORLD WAR

SALVAGE SQUAD No. 20

Second Lieutenant Harling E. Sponseller, Commanding.

SALES COMMISSARY No. 10

Second Lieutenant Sidney S. McKinney, Commanding.

U.S.A. P.O. No. 709

First Lientenant Alexander MacDonald, Commanding.

ROSTER OF OFFICERS 26TH DIVISION, APRIL, 1919

DIVISION HEADQUARTERS

	DUTY	ABSENCE
Major General Harry C. Hale	Commanding Division	
Colonel Richard K. Hale	Chief of Staff	
Colonel John H. Allen	Surgeon	
Colonel William H. Dolan (102d Inf.)	Ordnance Officer	
Lt.-Col. John D. Murphy	Machine Gun Officer	
Lt.-Col. Charles A. Stevens	Adjutant	
Lt.-Col. Alfred F. Foote	Inspector	
Lt.-Col. Elon F. Tandy	Quartermaster	
Lt.-Col. Albert E. Greenlaw	Asst. C. of S. G-1	
Lt.-Col. Hamilton R. Horsey	Asst. C. of S. G-2	
Major Paul Longhridge	Asst. C. of S. G-3	
Lt.-Col. Thomas L. Jenkins	Sanitary Inspector	
Major Addison F. Crafts (101st F.S. Bn.)	Signal Officer	
Major George M. King	Asst. Adjutant	
Major Oscar C. Lagerquist	Asst. Quartermaster	
Captain Frank P. Edwards	Asst. Quartermaster	
Captain Martin A. Kenealy (Att. 101 Inf.)	Asst. to Quartermaster	
Captain Robert B. Dickson	Asst. Quartermaster	
Major Carl R. Bailey (Att.)	Asst. Surgeon	
Major Charles W. Comfort	Asst. Surgeon	
Major Emerson C. Taylor (102d Inf.)	Asst. to G-3	
Major William B. Morgan (101st F.A.)	Asst. to Inspector	
Captain James F. Coburn (104 Inf.)	Acting Judge Advocate	
Captain Charles B. Campbell	Personnel Adjutant	
Captain Robert O. Blood	Asst. Surgeon	
Captain Keith P. Ribble	Gas Officer	
Captain Charles D. Hodges	Aide-de-Camp	
Captain Willis H. Hale	Aide-de-Camp	
Captain Lawrence B. Cummings	Aide-de-Camp	
Captain Malcolm L. Stoddard (103d Inf.)	Asst. to G-1	
Captain Michael J. O'Connor	Senior Chaplain	
Captain Oliver Wolcott (102d Inf.)	Asst. to G-3	
Captain Howard J. Sachs (Att. 103d F.A.)	Asst. to G-1	
Captain Richard C. Peters	Asst. to G-2	Hospital (France)
Captain Paul O. Collins	Water Supply Officer	
Captain Harry A. Steckel	Psychiatrist	
Captain Joseph R. Helff	Asst. Surgeon	
Captain Gustave P. Crabfield	Delousing Officer	
Captain Paul L. White		School (France)
Captain Walter D. Kells (101 S.T.)	Acting Dental Surgeon	
Captain Charles W. Bowen (102d F.A.)	Asst. Ordnance Officer	
1st Lt. Harold E. Washburn	Interpreter G-2	School (France)
1st Lt. James E. Kreigh	Asst. Personnel Adj.	
1st Lt. Roy E. Decker	Asst. Quartermaster	
1st Lt. Alexander Macdonald	Mail officer	
1st Lt. Thomas J. Byrne	Headquarters Troop	
1st Lt. John P. King	Asst. Inspector	
1st Lt. Benjamin Pitman (102d F.A.)	Asst. to G-2	
1st Lt. Harry H. Ban Hala (103d M.G. Bn.)	Asst. to G-1	

TWENTY-SIXTH DIVISION

	DUTY	ABSENCE
1st Lt. Carl H. Hood (104 Inf.)	Athletic Officer	
1st Lt. H. W. Brown	Asst. Gas Officer	School (France)
1st Lt. August S. Atwood	Asst. Quartermaster	
2d Lt. James W. Boyer	Asst. Adjutant	
2d Lt. Winthrop P. Mandell	Headquarters Troop	
2d Lt. George B. Davidson	Topographical Officer	School (France)
2d Lt. Richard J. Leonard	Asst. Quartermaster	
2d Lt. Charles I. Boynton	Asst. Quartermaster	
2d Lt. John P. Lane (101 Inf.)	Asst. to Inspector	
2d Lt. Russell K. Barnes	Asst. Personnel Adjutant	
2d Lt. Harry L. Jones (102d F.A.)	Asst. to G-1	

101ST MACHINE GUN BATTALION

Major Stillman F. Westbrook, Commanding.

51ST INFANTRY BRIGADE

Brigadier General George H. Shelton, Commanding.

101ST INFANTRY

Colonel Edward L. Logan, Commanding.

102D INFANTRY

Colonel Douglas Potts (Att.), Commanding.

102D MACHINE GUN BATTALION

Major William P. Carpenter (Att.).

52D INFANTRY BRIGADE

Brigadier General Charles H. Cole, Commanding.

103D INFANTRY

Colonel Frank M. Hume, Commanding.

104TH INFANTRY

Colonel B. Frank Cheatham (Att.). Commanding.

103D MACHINE GUN BATTALION

Major Herbert L. Bowen, Commanding.

51ST FIELD ARTILLERY BRIGADE

Brigadier General John H. Sherburne, Commanding.

101ST FIELD ARTILLERY

Colonel Robert E. Goodwin, Commanding.

102D FIELD ARTILLERY

Colonel John F. J. Herbert, Commanding.

103D FIELD ARTILLERY

Colonel J. Alden Twachtman, Commanding.

101ST TRENCH MORTAR BATTERY [DETACHED]

Captain James A. Walsh, Commanding.

101ST ENGINEERS

Colonel George W. Bunnell.

101ST FIELD SIGNAL BATTALION

Major Addison F. Crafts, Commanding.

101ST TRAIN HEADQUARTERS

Colonel Warren E. Sweetser, Commanding.

26TH MILITARY POLICE COMPANY

Captain Michael J. Dee, Commanding.

LABOR DETACHMENT NO. 1

1st Lt. George H. Ware (104 Inf.), Commanding.

LABOR DETACHMENT NO. 2

1st Lt. Roger W. Bennett (101 Inf.), Commanding.

101ST AMMUNITION TRAIN

Colonel William J. Keville (104 Inf.), Commanding.

101ST SANITARY TRAIN

Lt.-Col. Fred E. Jones, Commanding.

101ST SUPPLY TRAIN

Major Henry H. Wheelock, Commanding.

101ST ENGINEER TRAIN

1st Lt. Schuyler R. Waller, Commanding.

51ST INFANTRY BRIGADE, 26TH DIVISION

(See under regimental organizations for further details.)

The 51st Infantry Brigade was created by G.O. No. 2, Headquarters, 26th Division, Aug. 22, 1917, and comprised the 101st and 102d Infantry, and 102d Machine Gun Battalion. Brig.-Gen. Peter E. Traub was assigned to the brigade as commanding officer, Aug. 27, 1917.

The brigade was organized and brought up to war strength at Framingham, and on Sept. 6, left for New York and Hoboken, and embarked the following day. Brigade Headquarters was established on the S.S. *Pastores*. The elements of the brigade were aboard the *Pastores*, *Tenadores*, and *H. R. Mallory*. The convoy sailed at once. St. Nazaire was sighted on the afternoon of Sept. 19. Debarkation was accomplished on the afternoon of Sept. 20 and the brigade marched to Base Camp No. 1, about two miles from St. Nazaire, where it remained until Sept. 29. On that date orders were received to proceed to the Neufchâteau training area.

A few days were employed by the men in getting settled in the new area and then the program of training as prescribed by G.H.Q. was begun. Officers and non-commissioned officers from the 162d Infantry (French), commanded by Col. Bertrand, assisted in carrying out the training schedule by giving instruction in trench warfare and the use of the various types of grenades and trench weapons. Instruction continued until the latter part of January, 1918, when word was received that the division would shortly enter the line to perfect its training.

Brigade headquarters left Neufchâteau Feb. 5, 1918, arriving at Braisne, near Soissons, Feb. 6 and reported to HQ, 21st Division, 11th (French) Army Corps, commanded by Gen. Dauvin, at Vailly. As the units of the brigade arrived they were assigned sectors and placed in the line, first by companies, then by battalions, and finally by regiments, with corresponding French units on either side.

The period of training extended from Feb. 5 until March 21, when the brigade entrained at Braisne for Brienne-le-Château, where it detrained the following day and started on a march in connection with maneuvers planned for the division. During the first day of the march, however, the maneuvers were canceled and the brigade was ordered to report to the 4th Training Area. The brigade then marched for four more days through Soulaïnes, Doulevant-le-Château, Joinville, and Maconcourt. Brigade HQ was established at Grand and preparations made to reëquip the men and to undertake a period of training in preparation for entering the line as an independent unit. This program was interrupted by orders sending the 26th Division into the Toul Sector to relieve the 1st Division, the first relief of one American division by another. [S.O. No. 345, HQ 32d Army Corps (French), March 29.] The 51st Brigade took position on the right, with both regiments in the line; the 102d on the right; the 101st on the left. The command of the sector passed to the Commanding General, 51st Brigade, on the morning of April 1, 1918.

During the night of April 19-20, because of the enemy raid on Seicheprey, one battalion of the 104th Infantry, 52d brigade, was placed at the disposal of Gen. Traub.

The brigade was relieved from the sector on the night of June 24-25, and after billeting a few days in the vicinity of Toul entrained June 29-30 for the Château-Thierry front. On the night of July 6-7 the brigade relieved elements of the 9th and 23d regiments, 2d Division, in front of Boursches and Vaux. The command of the sub-sector passed to the Brigade Commander July 7, brigade headquarters being at Domptin. The brigade held the right of the division sector, with the 101st on the right and

the 102d on the left. On the night of July 14-15 a heavy enemy attack on Vaux was beaten off.

Brig.-Gen. Peter E. Traub was promoted to Major General July 16, and assigned to command the 35th Division. He was succeeded by Brig.-Gen. George H. Shelton, formerly commander of the 104th Infantry, who took command of the brigade the same day.

At 3.25 o'clock, July 18, the 26th Division was ordered to attack as a part of the offensive of the 6th and 10th (French) Armies. By the terms of the order, the 52d Brigade, on the left of the 51st, was to start a turning movement. When this brigade had reached the line Torcy-Belleau-Givry and had pivoted on its right flank, the 51st Brigade was to execute a turning movement with the line pivoting, first on Bouresches, and then, as it moved forward, upon Marny, near Château-Thierry.

The brigade started its attack on July 20 and advanced to succeeding objectives until the night of July 25, when it was relieved by the 84th Brigade, 42d Division.

Following a brief stay in the Etrepilly Area, the brigade moved to the vicinity of Chaumigny near La Ferté, where it was held in reserve for the First (American) Division until Aug. 13, upon which date it moved to the 12th Training Area near Châtillon-sur-Seine. Here a training schedule was followed until August 28, when the brigade entrained for Bar-le-Duc, to enter the line north of that point.

On the morning of Sept. 12, the brigade took part in the St. Mihiel Offensive and, after taking all objectives, joined up with the 1st Division near Hattonchâtel on Sept. 13. It was relieved from this locality the next day, by units of the 2d (French Colonial) Division, and took up a new position on the line Saulx-en-Woevre-Waddonville-Doncourt.

On the night of Oct. 7-8, the brigade was relieved by elements of the 5th (French Colonial) Division, and the 79th (American) Division. The brigade proceeded to Verdun, where it remained in the Citadel until Oct. 16. On that day the brigade, now attached to the 17th (French) Army Corps, moved forward to a position in the Flabas Sector, north of Verdun, relieving elements of the 18th (French) Division and the 29th (American) Division.

There followed long days and weary nights of constant assaults with heavy casualties, the enemy being gradually driven back. On Oct. 29, the 101st Infantry had a strength of but 10 officers and 425 men, and the 102d Infantry, 5 officers and 378 men.

On the night of Oct. 28-29, the 104th Infantry, which had been placed at the disposal of the 51st Brigade, relieved the units holding the front line, and with the exception of one battalion from each regiment, held in support, the brigade was relieved. On Oct. 31, the brigade was officially relieved by the 157th Brigade, 79th Division.

The brigade relieved the 26th (French) Division in Joli Cœur Bois and Bois des Caures, Nov. 2 and 3.

Col. Hiram I. Bearse took command of the Brigade Nov. 8, Gen. Shelton having been assigned to command the 52d Brigade. On the 9th, the 51st attacked in an easterly direction, following out this assault on both the following days. The last attack was made on Nov. 11, in pursuance of orders from the 2d (French Colonial) Corps, of which the 26th Division was a part, just preceding the hour when the Armistice took effect. No other material result of this needless attack was attained than to establish the fact that American troops would obey orders. The brigade was relieved on Nov. 14 and the retirement to the rear was begun.

101ST INFANTRY

The War Department order of 1917 changed the designation of the 9th Infantry, Massachusetts National Guard, to that of 101st Infantry, N.G.U.S., and to bring the regiment to war strength, more than 1400 enlisted men from the 5th Infantry, Mass. N.G. and 175 enlisted men from the 6th Infantry, Mass. N.G., together with the proper complement of officers, were transferred to the 101st. The 5th Infantry was then in camp at Framingham, where the 9th Infantry had been ordered after being withdrawn from guard duty. Here intensive training and incessant drill was continued, while the personnel of the regiment were subjected to searching tests to discover, so far as possible, those who might not be able to make the grade of a combat division.

Colonel Edward L. Logan, commanding the 9th Infantry, Mass. N.G., was given command of the newly organized 101st Infantry, which with the 102d Infantry was assigned to the 51st Infantry Brigade.

The 101st Infantry entrained at Framingham Sept. 6, 1917, for Harlem, the first leg in the overseas journey; thence by boat to Hoboken, where the transports were boarded.

The regiment sailed on the evening of the 7th and disembarked at St. Nazaire, France, on the 21st, which had been reached the preceding day, the first national guard regiment to arrive in France, and on the 29th moved to the training area in the vicinity of Neufchâteau. At that town, on Feb. 3, 1918, just previous to moving to the front, a set of colors was received from the Commonwealth and the presentation was made the occasion of an impressive ceremony.

Other villages in the training area were Reuceux and Circourt, Villas, Brechaincourt, and Rebeuville, lying south of Neufchâteau.

The regiment suffered during the winter, in common with all units of the 26th Division, from lack of equipment, and it is needless to state from every essential for comfort, especially fuel. However, training was carried on so successfully that the entire division was ordered to a quiet sector on the Chemin des Dames, instead of the contemplated plan of sending in two infantry battalions at a time. The 101st Infantry changed station Feb. 5-6. Detrainment was at Braine on the Vesle River, whence the regiment marched to its positions. Regimental headquarters were established at Vailly, north of the Aisne River. The right of the sector, from Filain to the Oise-Aisne canal at Les Vaumaires to the east, was assigned to the 101st, and there, step by step, the regiment received its first front-line and trench experience under the instruction of the French.

The first and second battalions went immediately into front line and support positions respectively. The third battalion was held in reserve. The first unit took position in the front line on the night of Feb. 7-8. This was the first national guard unit to face the enemy.

The first raid participated in by men from the regiment was undertaken Feb. 23. Lts. Koob and Davis, with 23 men from E and H companies, joined a larger force of French and, crossing the canal, penetrated the German lines. The 101st Machine Gun Battalion laid down a box barrage, using indirect fire, and American artillery otherwise covered the raiding party, who attained the objectives sought, bringing back 23 prisoners.

On March 16 many gas casualties were suffered in the regiment, which sustained a heavy enemy bombardment for twenty-four hours, chiefly concentrated upon the area held by the 51st Brigade. Two days later the division was relieved from the sector.

The 26th Division took over the Boucq Sector on the southern face of the St. Mihiel Salient, midway between St. Mihiel and the Moselle River, March 30, and the 101st Infantry entered the line in the vicinity of Rambucourt. Later, when the sector was extended eastward to include Flirey, the regiment took over the new sub-sector including Jury and Hazelle Woods May 23. Regimental headquarters were established at Bernécourt.

At 2 A.M., May 27, an enemy raiding party about 125 strong, divided into two groups, with excellent artillery protection, advanced against the line held by the 1st Battalion in Humbert Plantation. Emerging from a ravine opposite Flirey, one group made a direct attack, the other endeavored to enter the trenches from the flank and rear. The raiders were quickly repulsed, having inflicted casualties of 3 killed and several wounded, but leaving 20 of their own dead and 2 wounded prisoners.

In order to carry out plans for a raid against the enemy at Richecourt, which was to the west of the regimental sector, 300 men were selected from volunteers from the 101st Infantry, and placed under the command of Major J. F. Hickey. In addition were detachments of engineers, signal, and medical corps troops. The raiding party was repeatedly rehearsed in a replica of enemy trenches near Aulnois, and every man had his duties learned by heart. Detachments from the 1st Aero Squadron, 94th Pursuit Squadron, and 2d Balloon Company were assigned for reconnaissance and observation. Notwithstanding the fact that advance knowledge of the project reached the enemy, the raid was carried out. Objectives were reached; numerous casualties were inflicted on the enemy, but only one prisoner was captured — a sixteen-year-old boy, known sarcastically in the division as the "Million Dollar Kid." The raiders lost, one killed and two seriously wounded, but practically every one of the raiders became a gas casualty within thirty-six hours of the termination of the raid. While the raid was in progress, artillery, according to the prearranged plan, had bombarded Lahayville, a village some 1100 yards northeast of Richecourt, with gas. This gas, blown by a current of wind, or given impetus by the conformation of the ground, had rolled down into Richecourt and gassed our men, who had failed to detect its presence. A searching investigation which followed this mishap completely exonerated the artillery. The 101st Infantry was relieved with other units of the division on June 27, and for three days was billeted in Blenod-les-Toul and vicinity.

By June 30 the troops were again in motion, in trains for a "journey of twelve hours' duration." It was a secret move; even the train commanders were ignorant of the destination of the division, which proved to be Meaux. The division was billeted in this area. Headquarters of the 101st Infantry was at Nanteuil-les-Meaux.

Relief by the 26th Division of the units of the 2d Division, which had held the lines west of Château-Thierry and in Belleau Wood, was accomplished July 7-9. The 101st Infantry was on the right and in the vicinity of Vaux, where it had relieved the 9th Infantry July 8. Clashes between patrols and activities of a similar nature accompanied by constant harassing fire of the enemy artillery marked the seven days following the entrance of the regiment into this sector. An attempt on the part of the Germans to reoccupy the railway embankment at Vaux brought about an engagement July 14 sustained by the 3d Battalion. The enemy at first gained a slight advantage, but a counter-attack drove him out with severe losses, and leaving a score of prisoners in the hands of the 101st.

The plan of the Allied attack which was launched July 18 called for a gradual turning movement, with the 101st Infantry as the pivot. This was necessary because of the greater distance to be covered in the advance of the units to the left of the 101st, the

distance of advance increasing as the distance from the pivot increased. All assault organizations taking part in the attack were ordered to regulate their advance on the organizations on their left. The direct result was that the 101st Infantry, ordered to wait until the assault battalions on its left had carried certain objectives, was obliged to hold up its advance until July 20. The 146th French Infantry was on its right near Vaux.

On that day the regiment advanced at 4 P.M. to the assault by échelon from the left with Holmardière Wood as the first objective, the 3d Battalion being in line with the 2d Battalion in support, having the aid of an artillery barrage which overcame the concentrated machine gun fire, which at the start slowed up the advance of the 51st Brigade. The 101st suffered especially from an enfilading fire from Hill 204 on its right. In common with all attacking units of the division, the regiment suffered severely from heavy enemy artillery, machine gun, and minenwerfer fire. The advance battalion of the regiment reformed during the night, along a general north and south line through the east edge of Bouresches Wood. In making this advance the 101st had to attack first toward the north and then pivot sharply to the east to conform to the order of battle.

Château-Thierry was evacuated by the Germans the early morning of July 21, and it was then learned that the enemy was in full retreat along the entire front. Orders arrived to push on and follow up the enemy, and as speed was essential, the advance was to be made regardless of the progress of neighboring divisions. The 26th Division moved forward with the 51st Infantry Brigade, accompanied by the 102d Field Artillery leading. The 102d Infantry with the 102d Machine Gun Battalion was to advance toward the village of Trugny by way of Sacerie Wood and Sacerie Farm, and it was intended that the 101st should march 1000 yards in the rear as the main body, but the actual movement resulted in the advance battalions of both regiments proceeding in line.

The forward movement was pursued steadily; by noon the advance guard was on the great Soissons-Château-Thierry highway. There the troops rested and reorganized, and at 4.00 P.M. resumed the march toward Trugny, along the road by Sacerie and Breteuil Farm and Breteuil Wood.

A reconnaissance by elements of the 102d along the eastern edge of Breteuil Wood, overlooking Trugny and the village of Epieds, promptly drew fire, and progress from then on was with the advance unit deployed as skirmishers. It became evident that the enemy had decided to make a stand on the line Epieds-Trugny-Trugny Wood, and that a resolute rear guard action was to be fought. The 101st bivouacked that night east of Champluisant Farm, but orders demanded that the advance be continued with vigor and that the Jaulgonne-Fère-en-Tardenois road, less than six miles away, be reached by daylight July 22. The attack was resumed at dawn and was pressed in compliance with these orders. The 102d Infantry was already deployed in Breteuil Wood, with the 101st Infantry directly in rear, hence it was decided that the 101st Infantry should attack on the right while the 102d took Trugny village.

Insistent and resolute combat occurred throughout the day (July 22) with but little gained in spite of the fierce attacks. Heavy casualties were sustained. The 1st and 2d Battalions of the 101st, attacking on the right, from Champluisant Farm by way of Verdilly, attempted to penetrate Trugny Wood, and did to a certain extent, but was forced to withdraw during the night from the line reached, and bivouacked in the wood for the night. During the night a change of plan was decided upon by the division commander. He determined upon a flanking attack. The plan called for another advance on the part of the 101st Infantry against Trugny, but farther to the south through Trugny Wood, turning the left flank of the enemy's line. Instructions to the

regiment were to push on resolutely and persistently in the new direction. Fatigue of the men, difficulty of maneuver, heavy resistance, were to be ignored.

At 6 A.M., after artillery preparation, the infantry moved forward and reached a position midway in the wood, where machine gun and rifle fire developed on the left-flank and left rear. The same determined resistance was met as on the previous day. At quarter of four the 1st Battalion was forced to retire farther in the wood and later to its original position. The 3d Battalion, which was in reserve, moved up and held the position until the other battalions and wounded had been withdrawn.

Another attack was ordered for the morning of the 24th. The 2d Battalion was ordered to support the 2d Battalion of the 112th Infantry of the 56th Brigade, which had been placed under General Edwards' orders. The reinforcement did not appear until after the hour set for the attack, and it then being known that the enemy was again withdrawing all along the front, pursuit was at once instituted. The battalion of the 112th was leading the advance, followed by the 101st and the rest of the 51st Brigade. By afternoon, this force had reached the edge of La Fère Forest and had gained contact with the enemy along the Fère-en-Tardenois-Jaulgonne road. The 101st became reserve in the position taken up. This was the limit of the advance of the regiment, and it was here that it was relieved by units of the 42d Division the night of July 25. By midnight the regiment had returned to Trugny Wood. All infantry units of the division on being relieved marched, by easy stages, to the La Ferté-sous-Jouarre Area, and billeted in the vicinity of that town.

The casualties in the 101st during the advance of July 20-24 were severe, totaling 585, including 54 killed, 127 seriously wounded, 111 slightly wounded, 20 seriously gassed, and 41 missing.

With the division in reserve, the 101st Infantry rested during the following two weeks. The regiment moved into the area north of Châtillon-sur-Seine Aug. 13, and here the units of the division, particularly the infantry organizations, were intensively drilled in open warfare formations. During this time, replacements came to fill the badly depleted ranks.

The regiment entrained Aug. 29 for "another area," marking the start of the concentration for the drive on the St. Mihiel salient.

The 26th Division was now a part of the 5th Corps of the recently organized First American Army. In the region between Bar-le-Duc and Souilly an immense troop concentration was made all through the last part of August and early days of September. Units of the 26th were obliged to march immediately on detraining, in order to clear the roads for other troops. The 1st Battalion, 101st Infantry, was moved up in trucks in advance of the regiment to expedite a relief, but the plan was changed and the battalion rejoined the regiment. The remainder of the regiment and other units hiked the distance. On Sept. 3, the division found itself in the vicinity of Sommedieue.

Reconnaissance was begun of the sector between Haudiomont and Mont-sous-les-Côtes, at the extreme northwesterly hinge of the salient, but almost immediately orders were changed and the division was moved to the right, between the French 2d Dismounted Cavalry Division and the 15th Colonial Division. The new sector extended from approximately Les Eparges southwesterly to Loelont Wood.

The order of battle placed the 101st Infantry on the right of the line, with two battalions in line and one in support. The direction of the attack was southeast, with dense woods, thick underbrush, and a tangle of barbed wire impeding the advance. The night of Sept. 11-12 was dark and rainy, allowing final preparations to be made without hindrance from the enemy.

The attack started promptly at 8.00 A.M. after a successful artillery preparation. The infantry went over behind a rolling barrage. The 101st advanced about a kilometer with little opposition. The mopping-up parties in the second wave took prisoners at will, men dazed by the artillery bombardment and eager to surrender. Difficulties, however, were encountered at the enemy's main line of resistance, which took the form of machine-gun fire from concrete shelters and from the Kiel, Essen, and Stettin trenches; but by flanking these, the regiment reached the day's intermediate objective, the road between Vaux-les-Palameix and St. Rémy. Here a brief halt was made where the by now thoroughly mixed battalions were reorganized. When the advance continued from this point, a battalion from the 102d, hitherto held in reserve, passed through the 101st and reached the day's objective, the road between Langeau Farm and Dompierre-aux-Bois.

In accordance with later instructions from the 5th Army Corps, an immediate advance was ordered on Vigneulles, along the Grande Trenchée de Calonne. The order reached the Commanding General, 51st Infantry Brigade, at 8.10 P.M. and the Commanding General, 52d Infantry Brigade, about 9.00 P.M. In compliance with orders the further advance was undertaken at once, the 102d Infantry leading. After cleaning up Hattonchâtel, the leading elements of that regiment reached Vigneulles at 2.20 o'clock A.M., Sept. 13. Patrols sent out from Vigneulles toward Crete and Heudicourt, gained contact with the leading elements of the 1st Division, about 9.00 A.M., in the latter village.

The 101st Infantry occupied Hattonchâtel.

The division was now assigned to what was known as the Troyon Sector. This covered southeasterly from Fresnes, along the crest, to Thillot-sous-les-Côtes, with outposts at Saulx and Wadonville in the Woëvre Plain. Considerable work was done toward organizing the principal resistance line on the heights.

For a time the sector was quiet, with only harassing enemy artillery fire and gas to contend with. The 101st had no part in the demonstration against Marchéville Sept. 25, but carried out a raid against enemy posts in Warville Wood and Hautes Epines Wood. The raid was planned to be made in conjunction with the French, but the latter missed the appointed place of rendezvous and so did not actively participate with the Americans. Captain Arthur A. Hansen and Lt. P. F. O'Brian led the raiders, who brought back forty-nine prisoners.

The division became part of the 17th (French) Corps, 1st American Army. This Corps held the extreme right, east of the Meuse, north of Verdun.

The 101st entered the line Oct. 17. The 51st Brigade held the left or western section of the division sector, with position in Chênes Wood and in front of Ormont Wood. At this time and for the rest of the operation the health of the men was bad and the strength of the division seriously impaired by the influenza epidemic then rife.

On Oct. 23 began the first of the series of engagements in which the 51st Brigade was to be occupied for four days. This operation covered a small area with unusually strong natural features skillfully adapted by the enemy for defense. The ridge held by the Germans alone prevented driving the enemy from the heights of the Meuse in this sector, and gave a magnificent observation position for regulating artillery fire. Therefore the enemy made desperate attempts to hold his position. His chief defense position was two lines of trenches, running generally east and west, one through Belieu Wood and the other along the southern edge of Ormont Wood with elaborate strong points, and planned to resist an attack from the south. When the attack developed from flank and rear, the Germans, by skillful machine gun and artillery fire, held control of the narrow gaps between the wooded areas. Ormont Wood occupied the western spur

of the ridge from Belieu Wood to Hill 360, the highest point in the sector. Belieu Wood straddled the crest of Hill 346. The ridge itself was bare, and the woods had been much cut over and thinned during German occupation, but Belieu Wood was full of thickets and to the north and west was a much denser growth.

The first attack was made by the 101st with the 1st and 3d Battalions in line and the 2d in reserve. The 1st Battalion attacked shortly after 6 A.M., and the 3d when the 1st came abreast. The attacks were to converge in such a manner as to cut off Houppy Wood. Because of a map reference this action became known as the "battle of H in Houppy." The objective was reached about noon. The 2d Battalion now passed through the 3d, overcame strong resistance and exploited Belieu Wood, and by 3 o'clock held that and Chênes Wood. Patrols were in close contact with the enemy in Ormont Wood.

A counter attack by the enemy accompanied by searching and effective machine gun and artillery fire forced a retirement during the night to the western edge of Belieu Wood. This led to a renewed attack by the 2d Battalion Oct. 24, and by nightfall that battalion had again penetrated the wood, this time for about 500 meters. To the south-east the 102d had advanced to the lower slopes of Hill 360. Again these gains were partly lost through determined enemy counter-attack, but the battalion went back again in the early hours of the morning of the 25th, and reinforced by the 1st Battalion succeeded in maintaining the ground won in Belieu Wood. The 3d Battalion extended the line to join up with the 29th Division to the west. In the meantime, on the night of the 24th, the 32d (German) Division had been relieved by the fresh 192d Division. Notwithstanding the exploitation of Belieu Wood the whole of it could not be held. On the 27th heavy artillery fire was directed upon that area and other enemy strong points, and an assault made by the infantry which by late afternoon cleared Belieu Wood in spite of stubborn resistance.

The casualties of the division during this operation by the 51st Brigade were 98 killed, 103 seriously and 576 slightly wounded, 171 gassed, and 98 missing.

A change was now made in the division's sector and direction of advance. The 79th Division, now on the left of the 26th, took over the sector to and including Ormont Wood. The 26th Division, with reduced front, faced the German positions in front of the villages of Ville-devant-Chaumont and Flabas and the Bois de Ville. A close watch was kept on the enemy to discover any attempt to withdraw under cover of a screen of rear guards. Elements of the 26th Division made repeated local raids on the German lines to capture prisoners. On Nov. 2 the 101st took over the Joli Cour subsector. The enemy still maintained an effective machine gun defense.

With the retirement of the Germans Nov. 8, strong patrols were sent out to keep in contact, and a new advanced line was established on the eastern edge of the heights dominating the Azannes-Damvillers road.

On Nov. 9 orders changed the direction of the advance to the southeast and an assault was begun as soon as the troops were in position. The general objective was the Azannes-Gremilly-Ornes-Bezonvaux road. On the right the 101st pushed forward small groups toward St. André Farm, but did not make good its initial gain because of hostile fire. The next day the 101st twice advanced 500 meters and twice had to give ground. By this time the effective fighting strength of the regiment had been reduced through casualties and sickness to ten officers and 250 men.

On Nov. 11 the regiment was placed in reserve. At 9 A.M. the 102d Infantry came up from the rear and took position on the right preparatory to taking over the line held by the 101st. Shortly after this, orders were received to mark the position of the

regiment with one company and march the remainder to the position held on Nov. 8. On Nov. 14, the division was relieved by the 6th Division, and moved southward by easy stages to the Montigny-le-Roi Area, where it arrived Nov. 23. Here each regiment underwent intensive training "for eventualities," and the 101st did its part to hasten its return to health and smartness.

Colonel Logan rejoined the regiment Feb. 11, 1919, having been absent since Oct. 26, and brought it home, sailing March 26, arrived in Boston Harbor April 5, and proceeded at once to Camp Devens. The regiment was mustered out April 29, 1919.

102D INFANTRY

The 102d Infantry was organized at New Haven, Conn., from the 2d Connecticut Infantry and 35 officers and 1582 enlisted men of the 1st Connecticut Infantry. To complete the regiment 100 enlisted men were transferred from the 6th Massachusetts Infantry and 50 men from the 1st Vermont Infantry.

It was commanded by Colonel Ernest L. Isbell. The regiment sailed Sept. 19, 1917, and arrived in France Oct. 9. It was billeted in Landaville, Certilleaux, and Rouvres-le-Chative, in the Neufchâteau training area.

When the division moved to the Chemin-des-Dames, the regiment took over ground in and about Pargny-Filain, Bois Entre Deux Monts, and Chavignon, being associated with French units. Headquarters were in a quarry above Aizy. The first clash with the enemy occurred Feb. 28, 1918. A working party under command of Lieutenant R. Bishop, comprising thirty-two men from Company A, erecting wire entanglements in front of Chavignon, were caught in an enemy barrage protecting two raiding parties of considerable strength who attacked the detachment, took prisoners, and continued on toward the Chavignon ravine, where the newly arrived 2d Battalion was located. Tenacious defense was made by this battalion, under fire for the first time, and the raiders retreated, having taken a number of prisoners, but having sustained many casualties.

On March 16 at 6.30 p.m., the enemy shelled Pargny-Filain and the quarries above Aizy and Jouy. This fire continued for twenty-four hours, during which time it was estimated by the Corps Gas Officer that about 20,000 gas shells of various sorts were thrown over by the enemy. Many casualties resulted.

After moving to the Boucq Sector, east of St. Mihiel, the regiment took over the sub-sector in and around Seicheprey, March 31.

On the morning of April 20, the enemy laid down on the Seicheprey-Remières trenches, on the support positions, and on Beaumont, the heaviest bombardment yet experienced by the division. The fire was maintained for about two hours, causing heavy casualties. About 5 a.m., a torrent of shells was falling on Seicheprey and Remières Wood and the enemy was seen following their rolling barrage so closely that they suffered from it.

The Germans advanced in three columns; one up the wide draw west and south of the village; another flanking Remières Wood from the east; the other in a straight frontal attack. The newly formed "Sturmbataillon," brought into the sector for this purpose, led the attack, and was supported on each flank by a battalion of infantry and was also accompanied by a company of signal men and pioneers.

According to German statements not less than 3000 men participated in the attack, the onrush of which was opposed by two American companies — less than 400 men. The enemy raiders worked methodically and rapidly. Without delay they entered Seicheprey from flank and rear, where they picked up the medical officer and entire personnel of the battalion aid station, with other prisoners; all along the line they picked up many indi-

viduals, survivors of outpost groups. Immediately on gaining that section of the outpost trenches called Sibille Trench, west and north of the village, they set about organizing it for defense against counter-attack. In Seicheprey they set contact mines, and their signal men laid telephone wires almost before the infantry was ready for them.

A German officer told his captors that the German plan called for the holding of the captured trenches against an expected American counter-attack; then to renew their advance and gain possession of the Beaumont-Flirey ridge, but this part of their objective was not attained.

A counter-attack, launched by Major G. J. Rau, in command of the battalion, which had that night come into the sector, drove back the enemy from the town of Seicheprey before he could realize on his initial gains. The fierce hand-to-hand fighting occurred and by 6 P.M. the village was cleared of the enemy.

Meanwhile the enemy had found a temporary lodgment in Remières Wood, but as soon as the defenders recovered from their surprise their resistance forced a reluctant withdrawal by the Germans.

The intensity of the enemy fire early cut all lines of communication. Regimental and higher headquarters were ignorant of actual conditions. Runners who succeeded in getting through to regimental headquarters early in the afternoon reported that the enemy still held Sibille Trench and part of Remières Wood. He had brought up large numbers of troops close behind the front, and there was every indication of a renewal of the attack.

To meet the expected assault the 3d Battalion of the 102d Infantry was brought from its reserve position to Beaumont, and two companies of the 101st Infantry from Raulecourt. Company A, 101st Engineers, was in position behind Beaumont. Two battalions of the 104th Infantry, division reserve, were put at the disposal of the brigade commander and were moved up to within easy reach.

All these arrangements were completed by nightfall. The artillery on both sides continued their fire. Heavy losses were inflicted on the enemy reserve massed in St. Baussant. The infantry, however, was quiet, except snipers.

A counter-attack planned for early on the morning of the 21st was not delivered, as it was learned shortly before the zero hour that the enemy had fallen back to his jump-off line.

The 26th Division remained in the Toul Sector the following two months and the 102d Infantry took its turn at holding the front line. The enemy was comparatively quiet. The division was relieved the last week in June.

The 26th Division relieved the 2d Division in the Pas Fini Sector the first week in July. The 102d Infantry took over the sub-sector in the vicinity of Bouresches and on the morning of July 20 attacked due east to the final objective, notwithstanding sturdy resistance.

On the morning of July 21 the division advanced. The 102d Infantry acted as advance guard, proceeding toward Trugny by way of Sacerie Wood and Sacerie Farm. The forward movement was pursued steadily throughout the morning, and by noon had reached the Soissons-Château-Thierry highway.

After reorganization of the units the advance continued along the road by Sacerie and Breteuil Farms and through Breteuil Wood, with the 102d Infantry deployed as skirmishers.

Enemy fire was felt on the eastern edge of Breteuil Wood from the line Epieds-Trugny and Trugny Wood. Reconnaissance developed clearly that the position was strongly held by the enemy, consequently the advance guard commander decided to wait for daylight before attacking.

During the night division headquarters directed the 101st Infantry to attack on the right at daybreak, July 22, and the 102d to take Trugny village.

At dawn, in conjunction with the attack of the 52d Brigade on Epieds, the 102d advanced on Trugny. Skillful and heavy enemy machine-gun fire halted the attacking forces. They pressed forward again and again, but night found these elements of the division back on their jump-off line, with badly depleted ranks.

The attack was resumed at daylight, July 23, but with hardly more success than on the preceding day. The 56th Brigade, 28th Division, was assigned to assist the 26th Division, but before these troops were brought into action word came from the French division attacking on the left that the enemy had started to withdraw from their front. Attack orders were at once changed and pursuit again taken up. The 51st Brigade, the 102d Infantry again in the lead, halted on the edge of Fôret de Fère the afternoon of July 24, and on the following day was relieved.

New equipment and replacements were received while the regiment was in rest billets near La Ferté-sous-Jouarre.

The sector taken over by the 26th Division in preparation for the St. Mihiel operation extended approximately from Les Eparges to Loclont Wood. The order of battle held the 102d Infantry in close reserve behind the right of the line, held by the 101st Infantry. The attack swept forward at 8 P.M., Sept. 12: in two hours the day's intermediate objective had been reached. At this point, as the leading elements had become disorganized by the fighting and advance through dense woods, the 1st Battalion, 102d Infantry, was ordered forward to continue the attack. The day's objective was reached early in the evening.

About 2.30 P.M. verbal orders over the telephone from corps headquarters were received, changing existing orders. The division would continue its advance to Hattonchâtel and Vigneulles and establish contact with the 1st Division coming in from the south.

These orders were promptly carried out. The 102d Infantry became the leading unit in the advance. Throughout the night, leaving patrols at every cross road, gathering in prisoners as it marched, the 102d Infantry pushed along the Grande Tranchée de Calonne. Just after 2 A.M., on Sept. 13, Hattonchâtel was reached. Before 3 A.M. Vigneulles was occupied. Strong patrols, with machine-gun sections, were immediately advanced to the south, toward Creüe and Hendicourt, and it was in the latter village that contact was made with the 1st Division.

A deplorable incident, caused by a slip in the communication between higher headquarters and the Air Service, contributed about thirty wounded to the list of casualties. Just before noon Sept. 13 a bombing plane passed over Vigneulles under orders to drop bombs on the Germans supposed to occupy the town. The deadly missiles fell on a battalion of the 102d Infantry.

During the days subsequent to the St. Mihiel operation the divisional sector was quiet, although patrolling was very active, and on two occasions local raids to obtain prisoners were undertaken against St. Hilaire and one on Warville Wood by detachments of the 102d Infantry. Toward the end of September the 2d Colonial Corps (French), to which the 26th Division was attached, was called upon to launch heavy local attacks in conjunction with the general attack west of the Meuse, to mislead the enemy regarding the purpose of the American offensive. Riaville and Marchéville and the trench system between were chosen as objectives in this local encounter. One battalion of the 102d Infantry with auxiliary troops composed one of the two groups selected to make the attack.

The whole force was placed under the command of Colonel Hiram I. Bearse, 102d Infantry.

The general plan contemplated the capture of Riaville and Marchéville and establishment of a defensive line beyond them, their occupation throughout the day, and withdrawal during the night of Sept. 26-27.

Although the difficulty of the assault was enhanced by fog and thick smoke, by 11 o'clock the battalion of the 102d had entered Marchéville and established a position as planned. Shortly thereafter the enemy retaliated with heavy artillery fire which continued all the afternoon, under cover of which four heavy counter-attacks were made by the German infantry. The place was held until dark, when withdrawal took place as planned. The raid was a success, but casualties were heavy.

The 26th Division was relieved by elements of the 2d Dismounted Cavalry (French) and the 79th (American) Divisions, and withdrew from the Troyon Sector Oct. 8. By the 19th, however, it was back in the line; the 51st Brigade on the left.

An operation, which came to be known as the "Battle of H in Houppy," from a somewhat unusual map reference in the original field order, was the first of a series in which the 51st Brigade was engaged, Oct. 23-27. In this operation, made in conjunction with the 29th Division, which was on the left of the 26th, the 102d Infantry was in reserve and did not get into action until Oct. 24. On that day, with two battalions attacking and with Hill 360 as an objective, it attained the lower slopes of the hill. On the 25th the 2d and 3d Battalions vainly sought to capture the hill but were repulsed by highly concentrated artillery and machine-gun fire. The precarious footholds on the lower slopes had to be given up. The troops fell back, badly shattered, to the original jump-off line of Oct. 23. A report made by the brigade commander, Brigadier General Shelton, showed that on Oct. 27 the strength of the 102d Infantry was reduced to 378 men and 5 officers. Hill 360 was eventually taken Nov. 8, by the 26th Division. It was a very strong German position.

Local raids exerted continued pressure on the German lines. On Nov. 9 the division advanced southeast. On Nov. 9 and 10 the 102d Infantry was engaged on the right of the center of the line. Contradictory orders of Nov. 11 led to all four infantry regiments of the division being ordered to attack, notwithstanding the apparent needlessness of the sacrifice. The line became stationary from Ville-devant-Chaumont to St.-André Farm, a point just west of Bazonvaux, at the cessation of hostilities.

102D MACHINE GUN BATTALION¹

The 102d Machine Gun Battalion was organized at Camp Darling, Framingham, Aug. 18, 1917. Troops A, C, and D, 1st Separate Squadron, Massachusetts Cavalry, were the nucleus of the battalion and became Companies A, C, and B, respectively. Reserve officers from Plattsburg and 295 officers and enlisted men from the 1st Vermont Infantry, and men of the first draft, from Camp Devens, Mass., brought the battalion to required strength. After the battalion reached France Company A of the 101st Machine Gun Battalion, formerly Troop A, 1st Separate Squadron, Connecticut Cavalry, was transferred to the organization, becoming Company D. The three Massachusetts organizations assembled at Allston and the Connecticut unit in New Haven, Conn.

On Sept. 22 the battalion embarked at Hoboken, N. J., on the S. S. *Antilles*

¹ "The History of Company A, 102d Machine Gun Battalion," by Arthur C. Havlin, was published in 1928. The nucleus of Co. A were the National Lancers of Boston formed in 1836.

and landed at St. Nazaire Oct. 7. After spending ten days at St. Nazaire the battalion entrained for Neufchâteau, arriving there Oct. 18 and 19, and was billeted by companies in Brechaincourt, Rebeuville, Rouvres-la-Chétive, and near Certilleux.

The training period of the battalion lasted until Feb. 1, 1918. The unit entrained for the front Feb. 7 and 8, detraining at Braisne, near Soissons, the next day. Thence it marched to Vailly and entered the line in the Chemin des Dames Sector with its companies assigned to battalions of the 101st and 102d Infantries.

On March 16, Co. C was in gun emplacements between Batis and Filain and suffered a heavy bombardment, which continued for 27 hours.

The battalion was relieved March 18, and proceeded to Vesaignes, Haute-Marne, arriving there March 27, and on the 30th took the road for the Toul Sector.

The battalion occupied positions in Seicheprey, Bernécourt, Jury Wood, Bois de Boqueteau, and the woods opposite Apremont. Companies A and B took part in repelling the enemy raid on Seicheprey.

Upon relief of the battalion the latter part of June it proceeded to the Pas Fini Sector. During the advance, July 20-25, Companies A and B of the battalion accompanied the 101st Infantry and Companies C and D the 102d Infantry.

The battalion was relieved from this sector July 25, and proceeded by easy marches to Chamigny. It remained here reëquipping, drilling, and absorbing replacements until Aug. 15, when it entrained for Prusly and Massigny in the Côte d'Or. It remained there, undergoing intensive training until Aug. 29.

The battalion accompanied the 51st Infantry Brigade during the St. Mihiel Offensive, Sept. 12-13, and companies of the battalion accompanied the 102d Infantry on its march during the night of Sept. 12-13, which penetrated deeply into the enemy's lines and closed the salient by linking up with the 1st Division. The second platoon of Company D was the first American unit to enter the town of Creüe, southwest of Vigneulles. Following the reduction of the salient the battalion took up positions in the Troyon Sector. On Sept. 26, Companies A and B took an active part in the diversion attack on Marchéville. In the raid on St. Hilaire one platoon of Company B accompanied the infantry, the first time in the American army that a machine-gun unit actually accompanied raiding troops.

From the Troyon Sector the battalion moved to the sector north of Verdun and engaged in the operations of the 51st Infantry Brigade, encountering some of the most stubborn resistance of the war. During this time, from about Oct. 15 to Nov. 11, the battalion fought in Belieu Bois, le Houppy Bois, Bois des Chênes, Bois d'Ormont, Bois des Caures, Bois de Champneuville, la Wavrille, and the Bois les Fosses. Units of the battalion participated in the slight advance made on Nov. 11, after the signing of the Armistice was known, and suffered casualties.

On Nov. 12 the last company of the battalion left the front line. The entire organization marched to the new divisional area in the Haute-Marne, being billeted in Poulangy, near Montigny-le-Roi. From there the battalion moved to Esnouveaux, Jan. 3, 1919. It entrained for the Le Mans Area Jan. 29, and billeted in Mansigne.

Major John Perrins commanded the battalion from Aug. 18, 1917, to Dec. 20, 1917, being succeeded by Captain Dana T. Gallup of Co. C, who in turn was succeeded April 18, 1918, by Major John T. Murphy who held command until Oct. 19, when Captain, later Major, John R. Sanborn took command.

During its service the battalion suffered 457 casualties and received 422 replacements. There were 303 wounded [including 130 reported gassed] and 60 battle deaths.

52D INFANTRY BRIGADE, 26TH DIVISION

(See under regimental organizations for further details.)

The 52d Brigade Headquarters was organized at Camp Bartlett, Westfield, Mass., Sept. 4, 1917. The brigade comprised the 103d and 104th Infantry and the 103d Machine Gun Battalion. At Camp Bartlett were also the 101st Supply Train and 101st Ammunition Train. Brig.-Gen. Charles H. Cole was in command.

Brigade headquarters, with one battalion of the 104th Infantry, entrained at Camp Bartlett for Montreal, Quebec, Sept. 25, 1917; embarked on the British ship *Corsican* for Liverpool, and on the night of Sept. 26 sailed for Halifax to join a convoy of eight other ships. The convoy was held in Halifax until Oct. 6. The *Corsican* reached Liverpool Oct. 17. Headquarters remained five days at Camp Oxney, Borden, thence proceeded to Le Havre, *via* Southampton.

On the night of Oct. 23, the detachment entrained for Liffol-le-Grand (Vosges), where brigade headquarters was established. On arrival in Neufchâteau, Gen. Cole, being the senior officer in the divisional area at that time, assumed command of the division and held it until Nov. 2, when he was relieved by Brig.-Gen. Peter E. Traub, commanding the 51st Brigade.

The brigade settled down to a course of training which continued until February. Gen. Cole was ordered to Chaumont Nov. 4, and received instructions to proceed to Bordeaux to take command of and organize Base Section No. 2. Col. Frank M. Hume, commanding officer of the 103d Infantry, commanded the brigade until Gen. Cole's return, Dec. 8.

Feb. 5 the first units of the brigade entrained for Soissons, and two days later arrived in the vicinity of Juvigny, in which town brigade headquarters was established.

The elements of the brigade went into the line, in company with French units of corresponding size, on the left of the 51st Brigade, and remained there in training until March 21, when the brigade was withdrawn to the vicinity of Soissons.

Entrainment in Soissons was held up temporarily by an enemy bombardment of the railroad yards and bridges, but early on the morning of March 22 the brigade entrained for the Bar-sur-Aube area. On the way there the troop trains were subject to machine-gun fire and bombs from low flying German aviators.

At Bar-sur-Aube the brigade started on a division open-warfare problem which was interrupted by orders to proceed to the Toul Sector. Brigade headquarters was established at Vignot, and later in Jouy-sous-les-Côtes.

The tour of duty in this sector was an eventful one and the first in which the brigade commander had tactical command in the line. From April 10 to 13 the 104th Infantry was attacked at Bois Brûlé in front of Apremont, and on June 16 the 103d Infantry repelled a raid at Xivray, as related in the regimental history. The brigade was relieved from that sector June 28 and moved to billets in the vicinity of Toul. On June 30, the brigade entrained at Toul, and the next day detrained in the vicinity of Lizy-sur-Ourcq, some fifteen miles west of Château-Thierry. Temporary headquarters were established at St. Cyr July 1, moved the evening of July 3 to La Loge Farm near Montreuil-aux-Lions, relieving the Marine Brigade headquarters, 2d Division.

This was the Pas Fini Sector and here the brigade held the line until the morning of July 18, when the initial attack of the great Allied Offensive took place. Both infantry regiments in the brigade advanced and reached their final objectives for the day. The attack was resumed on the 20th and continued against determined enemy resistance until July 24, when the brigade was relieved, after having suffered heavy casualties.

The brigade moved back from the line by slow and short marches and on the morning of July 31, brigade headquarters was established in La Ferté-sous-Jouarre.

On August 14 the brigade entrained for the Châtillon-sur-Seine area. Brigade headquarters was established at Laignes. Elements of the division were trained in open-warfare maneuvers. On Aug. 28 the brigade entrained for Tronville south of Bar-le-Duc. This movement was made in conjunction with the other organizations in the division. From this point the brigade moved by truck to Vavincourt, Issoncourt, Sommedieue, thence to Rupt-en-Woëvre, where headquarters was established.

On Sept. 11 brigade headquarters moved to Neuilly between Rupt-en-Woëvre and the Grand Tranchée de Callone. The following morning the reduction of the St. Mihiel salient began, and before night advance brigade headquarters was established on the Grand Tranchée de Callone near the Mouilly road.

From Sept. 14 until Oct. 8 the brigade occupied the line opposite Marcheville, St. Hilaire, and Riaville overlooking the Woëvre Plain. The brigade was relieved by the 157th Brigade, 79th Division, on the night of Oct. 8, and that same evening moved to a point northwest of Verdun. While in line north of Verdun the brigade suffered heavy casualties.

On the afternoon of Nov. 8, Brig.-Gen. Cole was relieved of the command and left for Verdun. He was succeeded by Brig.-Gen. George H. Shelton, formerly commanding the 51st Infantry Brigade. Following the signing of the Armistice on Nov. 11, the brigade moved to the Montigny-le-Roi Area, finally establishing headquarters at Recourt.

Gen. Cole resumed command of the brigade Dec. 9. On Jan. 26 the Division proceeded to the Le Mans embarkation center, and on March 21 to Brest. Brigade headquarters sailed on the U.S. transport *Mount Vernon*, which docked at Commonwealth Pier, Boston, April 4, 1919.

103D INFANTRY

The 103d Infantry, one of the two regiments comprising the 52d Brigade, 26th Division, was organized at Camp Bartlett, Westfield, Mass., during the early part of September, 1917. It came into existence officially Aug. 22, 1917, and within five weeks sailed overseas.

The nucleus for the regiment was the 2d Maine Infantry, Col. Frank M. Hume, of Houlton, commanding. This regiment was called out for duty April 12, 1917, and mustered into Federal service Aug. 5, 1917. It left Camp Keyes, Augusta, Me., for Camp Bartlett, Aug. 19.

The original plan to form the regiment entirely of Maine men was prevented by the hurried preparation for departure overseas.

To complete the regiment of 1500 officers and men were drawn from the 1st New Hampshire Infantry and most of the remainder from the 6th and 8th Massachusetts Infantry. Thirty-three officers commissioned in the Reserve Corps reported Sept. 1, 1917, from Camp Devens.

The first units of the regiment departed Sept. 24, sailing from Hoboken aboard the *Saxonia*, *Celtic*, and *Lapland*. The convoy assembled at Halifax Sept. 29, and the ships carrying the regiment reached Liverpool Oct. 9-10. The 3d Battalion entrained for Southampton; headquarters and remainder of the regiment proceeded to Oxney Camp, Borden Haunts, near Kingsley.

Departure from England was by battalions between Oct. 16 and 21. Debarkation

was at Le Havre. Each battalion, after less than twenty-four hours in a rest camp in that city, proceeded to the Neufchâteau area, a thirty-six-hour train ride. Regimental headquarters, Headquarters and Supply companies, and the 1st and 3d Battalions were billeted in Liffol-le-Grand; the 2d Battalion and one Machine Gun Company in Villouxel. In this area, intensive training continued into January, 1918. Many officers were sent to the 1st Corps School at Gondrecourt-sur-Meuse (Nov. 26 to Dec. 30, 1917).

The regiment entrained Feb. 5-6, 1918, and arrived at Soissons on the days following, and after spending the night in various billets outside the city, marched to stations in the front areas in the Chemin des Dames Sector. Regimental headquarters was established in a cave or chalk mine on a hillside in Vauxdesson. Units of the 103d Infantry were intermingled with corresponding units of the French regiment already in place, the 219th Infantry, a part of the 11th (French) Corps, under General le Maud'huy. Here were suffered the first battle casualties. Relieved March 19, the regiment marched to Soissons and entrained near that city for its former training area near Neufchâteau. Hardly had the men become settled in their old billets when the division was again ordered to the front, April 1.

To stem the great German offensive of March 21, sweeping along with telling force, required every effort of the French and British and concentration of veteran troops in the threatened areas and their replacement in less active sectors by less experienced forces. The 26th Division was ordered to relieve the 1st Division in the Toul Sector.

The 103d Infantry, first held in a reserve position, following the fighting in Bois Brûlé where the 104th Infantry, of the same brigade, was severely cut up April 10, 12, and 13, was ordered to relieve that regiment. It took over the sub-sector at Bois Brûlé April 15. The 3d Battalion of the 103d had relieved the 2d Battalion of the 104th, and participated in the action of April 12-13.

The regiment suffered heavy casualties on May 10, when the 1st Battalion, Maj. James W. Hanson commanding, was subjected to a projector gas attack directed against the St. Agnant center of resistance. Companies C and D were holding the front line at this time; the latter suffered the more severely. More than 200 casualties, in both the front line companies and in the immediate rear areas, brought about a hurried relief of the front line.

When relieved from front-line duty the latter part of May, the regiment became division and later corps reserve, until June 13, when it again relieved the 104th, taking over the Xivray-Marvoisin sub-sector, just west of Seicheprey. While occupying this position the 3d Battalion repulsed an enemy raid, inflicting heavy casualties. This successful defense of its position brought commendation from Gen. Passaga, commanding the 32d (French) Army Corps, of which the 26th Division was a part.

Upon the relief of the division about two weeks later, the 103d Infantry was assembled in Toul, where it remained three days, and then entrained for the Château-Thierry Sector. A twenty-four-hour train ride brought the regiment to the La Ferté-sous-Jouarre Area, where it remained in billets until July 5. On that night it went into the line, the 1st Battalion in Bois de Gros Jean support position for Belleau Wood; the 2d Battalion relieving the marines in Belleau Wood; and the 3d Battalion relieving the marines in the reserve position in the woods northwest of Montreuil.

Although the sector was active, subject to severe harassing fire, the regiment made no move, except the normal reliefs of front-line battalions, until the morning of July 18. On that date, at 4.35 A.M., the 3d Battalion, Maj. William E. Southard commanding, and the 2d Battalion, Capt. Hosford, were ordered to attack; the 3d Battalion on Torcy directly in its front, and the 2d Battalion to occupy the railroad embankment northeast

of Belleau Wood. Torcy was taken without difficulty. The 2d Battalion, unavoidably delayed in reaching its point of departure, did not push forward until some time after the zero hour. Bouresche railway station was captured but the enemy was prepared and able to offer successful resistance to further material advance. The battalion lost heavily in its several attempts to reach its objective, and at nightfall under heavy artillery fire fell back to its jump-off line. It was then relieved by the 1st Battalion and placed in corps reserve.

The regiment attacked July 20 and captured Hill 190, La Gonétie Farm, Souillard Farm, and Hill 266, and reorganized on the line established along the Château-Thierry road. The advance was resumed July 22, but was held up by heavy machine-gun and artillery fire. The regiment was assembled in the Bois de Chante Merle and relieved July 24. Its losses during the preceding days were heavy; 5 officers killed, 32 wounded; 155 men killed, 940 wounded. Many of the casualties were caused by gas.

Following relief the regiment moved to the area north and east of Montreuil. It was in the La Ferté area Aug. 1. Clothing and equipment shortages were filled and 475 replacements received.

On Sunday, Aug. 4, a memorial service for the regiment's dead was held in the park at Ussy, with Gen. Cole, Col. Hume, and Chaplain Anderson as speakers.

The regiment left the La Ferté area Aug. 14-15 and proceeded by train to the Châtillon-sur-Seine training area. The regiment entrained Aug. 27 at Poinçon for Longeville, a small village southeast of Bar-le-Duc, to join in the march to positions preparatory to the St. Mihiel offensive.

The 1st Battalion took over a part of the front line Sept. 6; the 2d and 3d Battalions remained in support and reserve respectively. It was known that an attack was to be made, but the day was not disclosed until the last moment.

The operations report of the regiment states that on Sept. 11, the 1st Battalion was in the front line, the 2d Battalion in support south of the ravine in the Forêt d'Amblonville, and the 3d Battalion in reserve in the Forêt d'Amblonville. The battalions moved into position the night of Sept. 11, and all had reported in position by 1 A.M., Sept. 12.

The 2d Battalion, Captain Sherman N. Shumway, was to make the assault, followed by the 3d Battalion, Maj. Hosford, as support, with the 1st Battalion, Maj. Hanson, as reserve. The terrain in front of the regiment was extremely difficult, being scarred with old trenches and covered with a tangled mass of old wire. The barrage started at 1 A.M. and continued until 8 A.M. At daybreak the men were fed and hot coffee was issued.

Promptly at 8 o'clock, following the rolling barrage, the 2d Battalion jumped off, with two companies deployed in waves and two companies in support formation. Little resistance was encountered in the enemy front line, but when the second line was reached heavy machine gun fire was met. The machine gun nests were flanked and seven of the guns captured. The advance continued without check until the enemy trench "Stettin" was reached, where the advance was held up for an hour by heavy machine gun fire. These guns were finally captured or silenced.

The first objective attained, the battalion was halted and reformed and the advance resumed into Le Chanot Bois. Here two enemy field pieces were captured. Position for the night was taken in abandoned enemy trenches southwest of the wood.

Orders received at midnight, Sept. 12-13, to push on to Vigneulles were subsequently changed, giving St. Maurice as an objective to be reached by daybreak. At 5.30 A.M. the advance was resumed and continued in the direction of St. Maurice. At 12 o'clock leading elements of the regiment reached the heights near the objective and here orders

were received for the 103d Infantry to occupy the towns of Thillot-sur-les-Côtes and Viéville-sur-les-Côtes. This ended the regiment's part in the reduction of the St. Mihiel salient.

During the advance, the regiment captured about 900 prisoners, many machine guns, some artillery and one large minnenwerfer, and large stores of materials.

The casualties were light in comparison with what had been accomplished; 17 killed, 94 wounded.

Following the successful termination of the offensive, the division settled down to the occupation of the military crest between Fresnes and Thillot-sous-les-Côtes, with a chain of outposts established on the Woëvre plain at Saulx, Wadonville, and points between.

Although the sector was quiet for a time, and patrolling and local raids were the only activities, preparations were made for an attack on Riaville, Marchéville, and the trench system connecting them, "to be in the nature of a diversion to conceal from the enemy the point of real attack between Verdun and Rheims by the 1st American Army and the 4th French Army."

The troops detailed for the attack were divided into two groups. The 1st Battalion, 103d Infantry, comprised the infantry in Group II. Its objective was Riaville. The attack was made Sept. 26, and was known as the Riaville-Marchéville raid. The plan of the commander was to take Riaville and Marchéville, hold until dark, and then retire. Marchéville was taken by a battalion from the 102d Infantry, but Maj. Hanson's battalion of the 103d was held in front of Riaville and Trench Haudinot by heavy machine gun, artillery, and minnenwerfer fire. Subsequent attempts to take the town were unsuccessful, and withdrawal was made after dark, according to plan. The battalion's losses were 1 officer and 9 men killed; 2 officers and 51 men wounded.

The regiment was relieved Oct. 6-7 by the 79th Division, and took up the march for the front north of Verdun. By Oct. 9, the entire regiment had arrived in the vicinity of Fromereville, with Headquarters at Moulin Brulé. The regiment remained here until Oct. 14, when it was assembled at Cumières, preparatory to taking over a front sector.

Beginning the night of Oct. 15-16, the division relieved the 18th (French) Division in Neptune Sector. This sector embraced a most difficult area extending from Ormont southeasterly to Beaumont. On Oct. 22-23, the 103d relieved the 104th Infantry. To the front of the regiment were the strong enemy positions east of the Bois d'Haumont, Bois de Caures, Bois de Ville, La Waville, and Herbebois. On the left the enemy in Belieu Bois made stubborn resistance and continued to make the position of the 103d Infantry most uncomfortable. During this period the regiment was subjected to almost continuous artillery strafing, much gas being used.

On Nov. 3, Co. L executed a raid against the enemy position just east of the Bois d'Haumont. Its object was to learn whether the enemy was still holding its line in force. The casualties of the Americans were five killed and nine wounded.

On the night of Nov. 6-7, reliefs were so arranged that the regiment was organized in depth, with one battalion in the front line, one in support, and one in reserve. All three battalions were severely depleted in numbers. They had been constantly in action or under fire since the first week in September. There was no rest, however. On the night of the 8th, the 3d Battalion, then in reserve, was moved up to participate with the 79th Division in an attack which was planned for the following day. Meanwhile the 1st Battalion had pushed into the enemy's old front line. After midnight, Nov. 8, the 3d Battalion received orders to report back to the 103d and join in its attack.

Col. Hume, who had commanded the regiment from its organization, was relieved of his command at this time and the regiment was taken over by Lt.-Col. C. M. Dowell.

The operations report of Col. Dowell states that for several days there had been indications that the enemy contemplated a withdrawal. At 12 o'clock, Nov. 8, the 1st Battalion reported seeing 200 of the enemy, with full equipment, moving towards the east. At about the same time the 104th Infantry, on the left of the 103d, reported that 83 of the enemy, fully equipped, were moving in the direction of Flabas. The 1st Battalion, then holding the front line in Bois d'Haumont, was ordered to push outposts to the front. As these patrols entered the former enemy front line without meeting resistance, the entire 1st Battalion advanced and cleared the wood of the enemy. A patrol of 18 men reached the outskirts of Flabas that afternoon. The 1st Battalion continued its advance to the east and reached Flabas just as the rear guard of the enemy was leaving. The advance continued to the wooded slope southeast of the town where the troops established themselves for the night. The advance was again taken up on the morning of the 9th, with the 2d Battalion leading. No opposition was encountered for about a mile, but then machine-gun fire from the ridge in Bois Comte held up the advance through the Ravin de la Vaux Hordelle. Severe fighting finally carried the position, but intense machine-gun fire from the Bois de Ville and from the left flank rendered it impossible to advance. Several attacks having failed to dislodge the enemy, orders were received to organize the position for the night.

On the morning of Nov. 10, the 3d Battalion passed through the 2d Battalion to resume the attack. The battalion successfully attacked in the Ravin le Fond des Baux and the Bois de Ville which were immediately organized for defense.

Early in the morning of Nov. 11, the 1st and 2d Battalions (reserve and support respectively) were ordered to move to the eastern edge of the Bois du Wavrille, to attack in an easterly direction through Herbebois. The 3d Battalion was to hold its position, reached the day before, and to attack from there at the same time in the direction of Côte 265.

With the battalions ready for the jump off, an order was received fifteen minutes before the zero hour to hold their position and not to advance. Later, shortly before 11 o'clock, the infantry was ordered forward. An advance was made of between 200 and 300 yards eastward, straightening out the line along the Azannes-Beaumont road, which position was held at 11 o'clock.

The regiment was relieved on the nights of Nov. 12 and 13. On the 14th began a 10 days' march to a rest area near Montigny-le-Roi. Here the men were gradually reclothed and made presentable; drill was taken up to preserve discipline, and athletic sports encouraged; keen rivalry resulted among and between organizations, with the result that the regiment won second place in the division athletic tournament at Ecconay in March, 1919.

The regiment entrained for the Le Mans Area during the last week in January and preparations went forward for the trip home. During the stay in this area Col. Hume returned to his old command.

The regiment moved to Brest the last of March and on March 27 embarked on the transports *America* and *Agamemnon*, homeward bound. It arrived in Boston April 5-7, and was mustered out of service at Camp Devens, April 28-30, 1919, after taking part in the parade of the 26th Division in Boston.

During its operations the regiment lost 13 officers and 379 men killed in action, 29 officers and 1960 men wounded and gassed.

(For a more complete narrative see: "History of the 103d Infantry," by Charles R. Cabot.)

104TH INFANTRY

The 2d Massachusetts Infantry was reorganized and designated as the 104th Infantry, and mobilized at Camp Bartlett, Westfield, Mass. It was built up to strength by additions of 12 officers and 600 enlisted men of the 6th Massachusetts Infantry; 12 officers and 800 enlisted men of the 8th Massachusetts Infantry, and detachments from Companies F, H, K, and M of that regiment. Col. William C. Hayes of Springfield was in command until Jan. 2, 1918. His successors were Col. Shelton and Lieut. Col. Foote, Col. McCaskey and Col. Cheatham.

The regiment sailed Sept. 27, 1917, and arrived in France, at Le Havre, Oct. 10, after a short stay in England.

Entrainment took place the same day for the Neufchâteau Area in the Vosges, and here training was received. The regiment was billeted in Harreville, Pompierre, and Sartes.

After three months' training the regiment went into the line, in the Chemin des Dames Sector, under Col. George H. Shelton, who had succeeded Col. Hayes. Its units occupied positions in Bois Quincy and Bois Mortier with the French. Regimental headquarters was at Mont de Tombs.

The first actual contact that men of the 104th had with the enemy was on the night of Feb. 14. Twenty men under command of Lieut. (later Major) J. W. Brown, accompanied by a French officer with as many men, were sent to reconnoiter some new enemy work. On the way back an enemy patrol was met and engaged. On reaching his own lines with a wounded German prisoner and some equipment Lieut. Brown learned that Sgt. John L. Leitzing and eight men were missing. He set out at once to find them, and after a search met the sergeant leading the missing men back. The sergeant had a German prisoner whom he had captured single handed. Lieut. Brown and Sgt. Leitzing were awarded the Croix de Guerre, the first men of the division to receive that decoration.

The first enemy raid sustained by the division was directed against Company B, 104th Infantry, on the night of Feb. 18-19. The raiders were driven back in confusion, leaving their dead and wounded.

The regiment was relieved on March 18 by a unit of the 21st (French) Division. The regiment entrained in Soissons and environs. While awaiting departure the area was heavily shelled. A four-day hike followed to rest billets in the area between the Marne River and Gondrecourt. Within forty-eight hours after reaching the rest area the regiment was rushed to the front lines, in the La Reine (Boucq) Sector, and took over a sub-sector in the Bois Brûlé, west of Apremont, at the foot of the Heights of the Meuse.

From April 5-8 heavy enemy artillery fire was directed against the junction of the 104th with the 10th (French Colonial) Division. Early in the morning of April 10 this fire was greatly increased and German infantry appeared on the front of the 3d Battalion on the extreme left of the 104th, and at the same time attacked the adjoining sub-sector held by the French. The attack was beaten back. The Germans, instead of securing the desired prisoners, abandoned wounded men who were identified as of the 25th, 36th, and 65th Regiments.

Relief of the 3d Battalion by the 2d Battalion was successfully carried out the night of the 11th during a heavy bombardment, but at daybreak of the 12th the enemy attacked behind a dense barrage. It was apparent that this was a more serious affair than that of the 10th. One party of the enemy attacked the right of the 104th's line; another, as before, the junction with the French. There was weight behind the attack,

and in spite of heavy losses, it came on, with gaps immediately filled, and in some places gained a footing in the advanced positions of the 104th. The main attack was directed against the French. On the right the fight became a series of encounters between isolated groups or individuals. It was only on the left that, early in the action, the situation gave any cause for concern. The French gave way for a brief space, leaving the left flank of the 104th exposed. A counter-attack was ordered. The men of the 104th swept forward, meeting stubborn resistance. Bitter hand-to-hand fighting resulted, but the enemy was driven off with heavy loss. The situation on the French front was thus quite restored. In two other places, shortly after noon, the enemy pushed forward into our exposed positions, but each time was driven out.

The 3d Battalion, 103d Infantry, and Company C, 103d Machine Gun Battalion, were sent in on the afternoon of April 12 to assist the 2d Battalion and the Machine Gun Company, 104th Infantry, which had borne the weight of the fighting all day, and were hotly engaged. The fighting continued throughout the afternoon and evening, the Germans trying desperately to hang on to the sections of trenches they had entered. It was a fight of sections and platoons in a tangle of shattered trenches, twisted wire, and thick underbrush. The enemy was forced to abandon his positions, and although he made another attempt later on during the night, the attack failed. A final counter-attack by Company G, 104th Infantry, early in the morning of the 13th drove out such small groups of the enemy who had maintained their positions during the night.

In recognition of the conduct of the regiment in this affair its colors were decorated about two weeks later at Boucq, by Gen. Passaga, of the 32d Army Corps, 7th French Army, with the Croix de Guerre. This was the first time that an American regiment had been decorated by a foreign power. On the same occasion one hundred and sixteen individual decorations were given to officers and men of this regiment. A mural painting commemorating¹ this event was unveiled at the State House in Boston April 30, 1927, at which Gen. Passaga was present.

About May 1, the regiment again went into the line, holding a sub-sector which included the towns of Xivray and Marvoison. The regiment was relieved by the 103d Infantry June 15, and moved into the region about Royaumeix.

During the long range bombardment of Royaumeix and other towns by the Germans on Sunday, June 16, Chaplain Walton S. Danker and three enlisted men were killed.

The 26th Division now moved from the vicinity of Toul to the Château-Thierry Sector. The 52d Brigade, with the 104th Infantry on the right, took over the left of the divisional sector. Casualties were suffered daily from the harassing machine gun and artillery fire of the enemy.

For the morning of July 18, orders called for an attack by the 3d Battalion, 104th Infantry, simultaneously with two battalions of the 103d Infantry. Because of delay in assembling the battalion its advance was delayed until broad daylight. However, under a new leader (Maj. E. E. Lewis), the objectives in Belleau and Givry were attained about 8.30 A.M. and the battalion's proper place taken in the line. At the request of the commander of the division on the left, Maj. Lewis's battalion attacked Hill 193 at 12 o'clock on the 18th, but was obliged to withdraw.

Owing to the delay in the advance of the French, who were on the left of the Division, the 26th Division stood fast the 19th, but on the 20th all units swept forward, this time

¹ Col. Shelton having been promoted Brigadier General, Lt.-Col. Alfred F. Foote was left in command of the regiment (Col. Foote was later Brigadier-General, and in 1928 was appointed to command the 26th Division M.N.G., with rank of Major General, succeeding Maj.-Gen. Logan).

without reference to the advance of the units on the left. By noon of July 21 the advance guard had reached the Soissons-Château-Thierry highway. Later in the day, after the attacking units had reorganized, the advance was continued until nightfall, meeting at that time heavy and concentrated fire from Trugny and Trugny Wood.

The attack was pushed at dawn of the 22d, the 104th Infantry taking part in the attack on Epieds. The fight continued throughout the day. Ground gained could not be held, and at nightfall the lines were practically unchanged. Stubborn fighting on the 23d failed also to gain appreciable ground, and late on that day the 52d Brigade was relieved.

The losses of the 104th in the week's fighting were: 115 killed, 482 wounded, 109 gassed, and 54 missing; total 760.

The division remained in reserve until August 11, in the Châtillon area, about Mussy-sur-Seine.

During a period of intensive training replacements were received in large numbers.

In the first plan of operations for the reduction of the St. Mihiel salient the 26th Division with the 2d Dismounted Cavalry (French) Division and 15th Colonial (French) Division formed the line southeast of Sommedieue, but the sector eventually taken over by the division extended approximately from les Eparges southeasterly to Loclont Wood. The 104th Infantry was on the left.

On Sept. 12, the regiment in conjunction with the other attacking elements of the division "jumped off" at 8.30 A.M. Stiff resistance maintained by machine guns was encountered from the start. After determined opposition in Le Chanot Wood had been overcome progress became comparatively easy.

When the change in orders received that night sent the 51st Brigade along the Grande Tranchée de Calonne, the 52d Brigade was obliged to force its way through the dense woods to the north and in rear of the hurrying column. The new objective was the line Hattonchâtel to St. Maurice. At dawn on the 13th the brigade had arrived on the edge of the hills, and before noon had pushed patrols far out to Marchéville, St. Helaire, Damvillers, and Butgenville.

The following weeks were comparatively inactive for the 104th Infantry. It held a sub-sector in the Troyon Sector; was subjected to artillery bombardment; sent out patrols, but was not called upon for any especial operation.

During this period the command of the regiment passed from Col. G. McCaskey to Col. B. F. Cheatham (later Major General and Quartermaster General of the Army).

By Oct. 8, the division had been relieved from the Troyon Sector by elements of the Second Dismounted Cavalry (French) and 79th (American) Divisions, and by Oct. 10 had established Headquarters in the citadel at Verdun. On Oct. 11, the 104th relieved the 114th Infantry (29th Division) in the vicinity of Côte d'Oie (Goose Hill) on the west side of the Meuse. On Oct. 13 the regiment became corps reserve, going to the Brabant-Samogneux area.

On Oct. 16 troops of the 26th Division were ordered to complete the capture of Haumont Wood. Companies A, D, E, with one platoon from each of Companies G and H, 104th Infantry, were selected to make the attack. To reach the "jump off" point the troops were compelled to march twenty kilometers through mud and rain and to deploy in early morning over unfamiliar ground. The attack was launched according to schedule. Sixteen French tanks which had started with the infantry were quickly mired, and heavy enemy machine-gun fire pinned the infantry to the ground. Here and there small isolated combat groups managed to make slight advances but no permanent gains were made. The losses sustained were seventeen killed and twenty-seven

wounded. The operations report for the day referring to this attack merely stated, "On October 16th, the 104th Infantry carried out offensives under the command of the 18th Division (French)."

On Oct. 29, the 104th Infantry was attached to the 51st Brigade, and relieved the 1st Battalion, 102d Infantry, and the 1st Battalion, 101st Infantry (Belieu Wood to Chênes Wood inclusive), and participated in the attack on Hill 360.

Following the series of attacks by the 51st Brigade in Belieu Wood and on the slopes of Hill 360, a change was made in the division's sector and in the direction of advance. The 79th Division on the left took over that portion of the 26th's line which included Ormont Wood; and the latter, with front reduced, now faced Flabas, Ville-devant-Chaumont and the Bois de Ville.

On Nov. 8, indications were perceived that the enemy was retiring. Strong patrols were at once sent out from each of the four infantry regiments in the division. A new advanced line was established late in the afternoon on the eastern edge of the heights overlooking the Azannes-Damvillers road and the low ground to which the enemy had retreated.

Preparations were made to follow up this initial advantage, but early on Nov. 9 orders came to change the direction of the advance to the southeast. Thus the next objective for the division became the village of Azannes and the hills known as the "Ornes Twins" (Les Jumelles d'Ornes).

The attack in the new direction was undertaken as soon as the new lines could be formed. A fierce enfilade fire of machine guns on the left from Ville-devant-Chaumont checked the advance of the 104th Infantry. The following day, Nov. 10, a second push accomplished more and the 104th smartly outflanked the enemy from Ville-devant-Chaumont.

Fighting continued on the 11th. The 104th completed the capture of Ville-devant-Chaumont, and carried on according to orders until 11 A.M., at which hour the line occupied by the regiment extended through and included the village of Ville-devant-Chaumont, the left of the division sector.

Following the Armistice, the regiment participated with other elements of the division in the withdrawal to the Le Mans Area. The regiment embarked on the *Mt. Vernon* and sailed from Brest March 26, 1919, arriving in Boston Harbor on April 4, and proceeded to Camp Devens.

103D MACHINE GUN BATTALION

The 103d Machine Gun Battalion was organized at Camp Bartlett, Westfield, from the Machine Gun troops of New Hampshire and Troops A and C of Rhode Island Cavalry, and was brought to war strength by addition of three officers and 229 men from the 1st Vermont Infantry. Major Walter G. Gatchell was in command.

The battalion left Westfield for overseas Oct. 2, 1917, sailing from Hoboken, N. J., Oct. 3, on the S. S. *Grand Republic*. The convoy was made up at Halifax, N. S. Liverpool was reached Oct. 17. Thence route was via Southampton and Le Havre to Liffol-le-Grand, where the battalion arrived on Oct. 24, and training under both French and American instructors continued to Jan. 31, 1918.

Captain Arthur Ashworth assumed command of the battalion Jan. 7, 1918, Vice Major Gatchell, invalided home. On Jan. 18, Company D, of the 101st Machine Gun Battalion was transferred to the 103d.

The battalion entrained for Soissons Feb. 8. The companies were assigned to the 103d and 104th Infantry regiments and were in line until March 19.

After return to the Neufchâteau area station was taken at Chavrvains until April 1, on which date occurred the move to the sector north of Toul. Battalion Headquarters were at Jouy-sous-les-Côtes.

Captain Ashworth was promoted major April 13, 1918.

On being relieved the latter part of June, the battalion proceeded by train to La Ferté-sous-Jouarre, arriving there July 1. That night it marched to the vicinity of St. Cyr, thence by camions to Montreuil-aux-Lions, arriving July 4. Two companies were sent at once to relieve the 4th Machine Gun Battalion, 2d Division, in the Bois de Lucyle-Bocage. On the night of July 5-6, two other companies relieved the 6th Machine Gun Battalion, 2d Division, in the Bois de Belleau and held these woods until July 18, when the entire battalion participated in the advance of that day. Its participation in the Aisne-Marne Offensive continued until July 26. Training was now resumed, the battalion being stationed at Changis-sur-Marne and Buncey until Aug. 29. On that date the battalion proceeded to Ravine-D'Amblonville, arriving there Sept. 6.

The battalion participated in the operations of the 52d Infantry Brigade in the St. Mihiel Offensive, Sept. 12-13, in the operations in the Troyon Sector, Sept. 26, and against Marchéville and Riaville.

Major Ashworth was relieved Oct. 5 by Captain William D. Ireland, and returned to the United States to become an instructor.

The battalion was transferred from the Troyon Sector to the Neptune Sector north of Verdun Oct. 9. On Oct. 15, its companies went into the line with the 103d and 104th Infantry regiments and took part with those units in all offensive operations until the Armistice.

On Oct. 19, Major Herbert L. Rowen took command of the battalion, relieving Captain Ireland.

On Nov. 13, the battalion proceeded to Vesaigues-sur-Marne, 8th Training Area, and remained there until Jan. 3, 1919, when it moved to Epinant to participate in infantry maneuvers carried on by the 26th Division while waiting for orders to return home.

The total battle casualties during 1918 were 99 gassed, 114 wounded, and 28 deaths.

101ST MACHINE GUN BATTALION

(Divisional Battalion)

The 101st Machine Gun Battalion was organized at Camp Bartlett. Companies A, B, C, and D were formerly Troops A, B, L, and M, respectively, of the 3d Separate Squadron, Connecticut Cavalry. Major James L. Howard commanded the battalion. These National Guard troops had been called out July 25, 1917; went into camp at Niantic, Conn.; were federalized Aug. 5; assigned to the 26th Division Aug. 21, and designated as the nucleus of the 101st Machine Gun Battalion.

The battalion was brought to war strength by a draft of 200 officers and men from the 1st Vermont Infantry. Eight reserve officers were also assigned.

The battalion left camp Oct. 9, embarked at Montreal on H.M.S. *Megantic*. From Liverpool, reached Oct. 23, after an uneventful voyage, the battalion proceeded to Le Havre, arriving there Oct. 31.

During training, the battalion was billeted at Mont-les-Neufchâteau. On Jan. 21 Companies A and D were transferred to the 102d and 103d Machine Gun Battalions respectively. The 101st Machine Gun Battalion now reduced to Companies B and C became a Divisional Battalion, was motorized for greater mobility, received motor equip-

ment Feb. 7, and left the following day for a sector on the Chemin des Dames, north of Soissons and Vregny, where from Feb. 16 to March 18 it was in support positions near D'Ailleval. The first indirect barrage by machine guns in the division was executed by the six guns of Company B in support of a raid.

From this sector the battalion proceeded to the Toul Sector. Company C was stationed at Raulecourt, Mandres, and Rambucourt, reserve positions.

On April 12 eight guns from the battalion were sent into the front line to reinforce the 104th Infantry, at Hill 322, Bois Brûlé. The two platoons remained in position for four days, until relieved by the 103d Machine Gun Battalion.

The battalion had a part of minor importance in the enemy raid on Seicheprey, April 20.

Company C of the battalion took part in the raid on Richecourt May 31, laying down a barrage for about an hour on the trenches between that town and Laheyville.

The battalion was relieved the latter part of June and on the 29th proceeded by motor to Colombes. On July 6 it relieved the Divisional Battalion of the 2d Division in the Bois Grosjean, east of Montreuil-aux-Lions, about ten miles west of Château-Thierry. This position constituted the second line of defense. Ten days later the battalion moved to another reserve position in the Bois Bézu, west of Bézu-le-Guery. At this time Captain, later Major, Bulkeley was given command of the battalion.

In preparation for the division's attack July 18, the battalion took position in support of the 103d Infantry in the wood northwest of Lucy-le-Bocage. That night the entire battalion was employed under heavy shell fire in carrying ammunition and rations to the troops holding Torcy. On the morning of July 21 the battalion, in pursuit of the retreating enemy, with Trugny as the objective, advanced by way of Bouresches, Grande Picardy Farm, and Sacerie Wood, to a point southwest of Trugny. Early the next morning the battalion supported the attack of the 102d Infantry on Trugny, protecting the infantry's left flank. The same morning the battalion participated in an attack on Epieds.

The battalion was relieved July 22 and bivouacked in Sacerie Wood until the 24th, but on that day pushed forward to the Fère-Jaulgonne road. The next morning it was relieved and returned to Sacerie Wood; thence, after a brief rest period at Courteron, it moved Aug. 13 to the vicinity of Châtillon-sur-Seine.

On Aug. 31 the battalion proceeded to Benoit-Vaux and on Sept. 6 relieved units of the 2d French Dismounted Cavalry Division in the Rupt Sector. During the St. Mihiel Offensive the battalion was in the division reserve. On the afternoon of Sept. 12, when the 102d Infantry passed through the 101st Infantry to continue the advance, the 101st Machine Gun Battalion accompanied it in support, and accompanied this regiment on its march to Vigneulles. The next day it was relieved and ordered into reserve at Suezey.

On Oct. 8 the battalion moved to the outskirts of Verdun, and one week later went into reserve position northeast of Vacherauville and remained there until Oct. 23, when it took part in the attack on Houppy Wood. It supported the attack against Belieu Wood on the 24th, and for the next two days remained in position and laid harassing fire on various enemy positions. On Oct. 27 it supported an attack against the same objectives.

The battalion was relieved Oct. 31 and ordered to Marre and was there, in reserve, Nov. 11.

Total battle casualties were 99, including 35 gassed, 53 wounded, and 11 deaths.

101ST FIELD ARTILLERY¹

The 1st Massachusetts Field Artillery, National Guard, was called by the President July 25, 1917. It assembled at Boxford, was drafted into Federal service Aug. 5, 1917, and designated as the 101st Field Artillery.

The regiment had been selected by the War Department to be the New England constituent of the 42d (Rainbow) Division, which was expected to be the first National Guard division to be ready for overseas service. Before embarkation orders were received, Colonel Sherburne, the regimental commander, learned that the 26th Division was so far organized that by retaining the 101st Field Artillery, which was ready for foreign service, the division could be sent to France at once. He succeeded in having the regiment retained in the 26th Division, and this was probably the determining factor which enabled the 26th Division to be ready for early departure overseas, thus obtaining the honor of being the first National Guard Division to land in France.

The regiment, with the exception of the Supply Company, which went to Newport News, Va., with the horses, left Boxford for New York Sept. 7, and the following day embarked on the S. S. *Adriatic*. At Halifax the ship joined a convoy which sailed Sept. 12, under the protection of the British cruiser *Gloucestershire*.

The regiment landed at Liverpool Sept. 23, reached Southampton in the evening of that day, and sailed for France the following night, landing at Le Havre the morning of the 25th. After a few hours in a rest camp near Le Havre, it entrained for Guer, thence proceeded to Coëtquidan, where it received equipment of French 75's and resumed training.

On Feb. 1-2 the regiment entrained for Soissons in the Chemin des Dames Sector. From Soissons the 1st Battalion went to Landry and the 2d Battalion to La Gobinne, at which places horse-lines were established. Regimental headquarters were established at Naurois near Vailly, 1st Battalion headquarters at Rochefort Farm, and 2d Battalion headquarters near Hammeret Farm. On the night of Feb. 4-5, batteries of the 1st Battalion went into prepared positions south of the Oise-Aisne canal. On the afternoon of Feb. 5, Battery A opened fire, the first participation by any National Guard artillery unit against the enemy.

The batteries of the 2d Battalion moved into positions west of the 1st Battalion, near Aizy and Jouy, on the night of Feb. 6-7.

Each unit of the regiment was paired with a similar unit of French artillery for training purposes, with the French commanders exercising supervision over officers of the regiment. Tactical command was taken over by the regimental commander on March 8.

In the Chemin des Dames Sector the regiment fired harassing fire, offensive and defensive barrages. On Feb. 23 it fired a rolling and box barrage for a raiding party of the 101st Infantry, said to be the first offensive barrage fired by American artillery.

Relieved March 19, the regiment proceeded partly by train and partly by road to Roches-sur-Rognon (Haute-Marne), where training in open warfare had been planned. But enemy success on the British front upset all plans. Marshal Foch called the 1st (American) Division to Montdidier, and the 26th Division instead of resting was ordered to relieve the 1st in the Toul Sector. Consequently three days after the regiment's arrival at Roches, it started a march to the Toul (La Reine) Sector. The 1st Battalion, on April 3-4, relieved corresponding units of the 7th Field Artillery, 1st Division, and took position south and east of Rambucourt, along and behind Beaumont Ridge, supporting the 51st Infantry Brigade. The 2d Battalion on the same night relieved batteries of

¹ Revised and extended by Lient. Andrew J. Lloyd.

the French Colonial Division on the heights south of Apremont, near St. Julian. It supported the 52d Infantry Brigade, which held the line from Apremont to Bouconville. In addition to relieving the French batteries, this battalion manned three two-gun platoons of 90 mm sector guns.

Information regarding an enemy concentration of troops in the sector reached the regimental commander, and noting a change in the enemy artillery fire, he anticipated the enemy's attack on the 104th Infantry April 10 at Bois Brûlé in front of Apremont, and without any request from the infantry ordered a barrage. This disorganized the leading attacking elements and aided the infantry in defending a difficult position in a surprise attack. Again, on April 12 and 13 the regiment supported its infantry in severe fighting. The colors of the 104th Infantry were decorated for the part it took in this engagement, and several officers and men of the 2d Battalion, 101st Field Artillery, were also awarded the Croix de Guerre.

Because of the severity of the enemy attack on the 104th Infantry the 1st Battalion moved April 13 from south of Rambucourt to a position reinforcing the 2d Battalion.

Comparative quiet reigned from that date until April 20, when the enemy attacked the 51st Infantry Brigade in and around Seicheprey. The enemy put down a box barrage around the village and attacked with picked troops who had rehearsed the attack. Terrific hand-to-hand fighting in the village streets ensued. This was in the sector of the 102d Field Artillery, to the right of the 101st's sector, but Colonel Sherburne's offer to reinforce the 102d with one battalion if trucks to transport the guns were provided, was accepted by a brigade commander skeptical of the plan because of the difficulties involved. Batteries B, E, and F were withdrawn from position in broad daylight, loaded on the trucks under heavy fire, and taken to position near Rambucourt, where they were ready to fire before dark.

For several weeks after the Seicheprey affair the sector was quiet. During this time, the 2d Battalion took over from the French a battery of 95 mm guns, and a new provincial battalion was formed. Battery B went to Meerin near St. Mihiel and aided the French in a coup de main which resulted in the capture of twenty-five prisoners.

On May 25, all units of the regiment behind the 52d Infantry Brigade were relieved by French artillery. The 101st Field Artillery immediately took over the defense of the right sub-sector of the division, thus relieving the 228th R.A.C. (French). On the completion of this move the positions of the various headquarters were: regimental, Château Ferme, Bernecourt; 1st Battalion, Bernecourt; and 2d Battalion, Hamonville.

On May 27, the night the relief was completed, enemy artillery laid down a heavy bombardment on the infantry front lines and on battery positions, using high explosives and gas. Sensing an attack, all batteries, on order of the regimental commander, responded, firing on sensitive enemy positions, then swung to their normal barrage missions upon the call of the infantry. The enemy had launched an attack in force against the 101st Infantry, who were holding the line near Flirey, but the instant response of the artillery to the call for action effectually broke up this attack.

Raids were made by the enemy and by our infantry during the next few weeks. The 101st Field Artillery did its part. In our raid against Richécourt and the enemy attack on Xivray it won praise from its infantry. On June 19 all batteries of the regiment fired on known troop stations after a gas-projector attack on the Bois de Mort Mare by the 30th Engineers. Unofficial reports stated that this fire caught the enemy massing for an attack and caused severe casualties.

The regiment was relieved in La Reine Sector by units of the 154th Divisional Artillery (French) on June 26-28 and proceeded by road to Trousey, and on June 30

by train to Bontigny and Mareuil, passing through the outskirts of Paris en route, part of the direct rail route being in enemy hands at Château-Thierry.

After two days' rest, the regiment marched to Jouarre, reaching there in the early morning, July 5. Reports of a threatened enemy attack resulted in the regiment becoming support for the 12th Field Artillery instead of relieving it on July 6-7, but the attack did not take place and the relief was made on the night of July 8-9. The regimental command post and the echelons were located at Montreuil-aux-Lions and the batteries were in position near Paris Farm. In this sector (Pas Fini) the 101st Field Artillery supported the 52d Infantry Brigade holding Belleau Wood. The total artillery behind the 52d Infantry Brigade comprised the 3d Battalion, 37th R.A.C. (French), the 101st Field Artillery and the 1st Battalion, 103d Field Artillery, all constituting the West Grouping, under command of Colonel Sherburne, whose P.C. was at La Loge Farm. In this sector a platoon from each battery occupied a concealed position while the other platoon or a single gun fired all ordinary missions from constantly changing positions. The enemy had excellent observation and this program saved many casualties, besides deceiving the enemy as to the amount of artillery in the sector.

Beginning July 12, the enemy became increasingly active, doubtless to hide the extent of his preparations east of Château-Thierry.

Acting on vague hints of an allied attack, shifts in battery positions were made on the night of July 16-17. A plan of counter-attack was received at midnight, July 17. The 103d and 104th Infantry struck at 4.35 A.M., July 18, supported by violent fire from the 101st Field Artillery. At 8.40 A.M. the 52d Infantry Brigade reported that their objectives were taken and requested the artillery to cease firing. Later in the day the regiment again opened fire to assist a battalion of the 104th Infantry to take its objective. This day marked the turning point of the War. It was a day of intense firing by all batteries of the 101st Field Artillery.

Barrage missions protecting the entire new line held by the Infantry were immediately assigned to the batteries. During the night of July 18-19, enfilading machine-gun fire from Hill 193 in the French sector on the left was severe, and the 2d Battalion fired on the line Givry-Bouresches, protecting our infantry's withdrawal. During this same night the 1st Battalion moved forward to new positions near Lucy-le-Bocage.

The infantry attack was resumed on the afternoon of July 20 after an artillery preparation of fifteen minutes. All batteries delivered a violent fire of preparation on the wooded slopes and ravines immediately in advance of the infantry front line and, as the infantry moved forward, fired successive concentrations to a depth of three and a half kilometers. Instead of the usual rolling barrage advancing by even bounds, heavy concentrations were fired on successive enemy sensitive points and lifted upon the scheduled arrival of our infantry. The batteries ceased firing late in the afternoon when the advance infantry waves had taken Hill 193. During the whole attack well-placed observation posts enabled the regimental commander to control the fire of the entire regiment.

About 5 P.M. Battery B moved forward to a new position directly in the rear of Belleau Wood. Reports that enemy machine guns had been passed over by the infantry were received and one gun from B was moved forward to the front edge of the wood. From this position the gun, with the gunner sighting as with a rifle, fired directly on two enemy machine guns, which had opened fire after our advanced infantry had passed them, and which were on the eastern side of the railroad track running north from Bouresches, and completely neutralized them.

On the morning of July 21 all batteries moved forward, with the entire 26th Division in pursuit of the enemy.

The 2d Battalion, accompanying the 103d Infantry, crossed the Château-Thierry-Soissons highway and proceeded eastward to within two kilometers of Trugny, just north of Sacerie Farm, where it came under enemy machine-gun fire and immediately went into action.

In the meantime the 1st Battalion followed the 104th Infantry until its advance was checked by enemy machine-gun fire, and the guns went into position in the early afternoon near Saint Roberts Farm.

During the next two days the regiment fired almost continuously on the woods, roads, and ravines in the vicinity of Epieds, and on the line Epieds-Trugny in support of infantry attacks.

When the 56th Infantry Brigade, 28th Division, relieved the 52d Infantry Brigade, 26th Division, on July 24, the 101st Field Artillery supported that unit. The enemy withdrew that night and in the morning Battery B went forward with the advance units of the infantry. Contact with the enemy was established in the *Fôret de Fère* near Etang de la Logette. The regiment took positions along the line *La Fourbetterie Ruins-Courpoil* and opened fire about 8 P.M. on the woods to the east of *Croix Rouge Farm* and on the farm itself, where our infantry was meeting stubborn resistance.

During the night of July 24-25 and the day following, the artillery fired many concentrations in support of repeated attacks by the infantry. During the next night the 56th Brigade was relieved by the 84th Brigade, 42d Division, and the 101st Artillery was assigned to support the 167th Infantry of that brigade.

On this day Brigadier General John H. Sherburne, promoted to that rank July 12, left the regiment and Lieutenant Colonel Robert E. Goodwin succeeded to command of the 101st Field Artillery. On the morning of the 27th it moved forward to the *Fère-en-Tardenois-Jaulgonne* highway. July 28 to Aug. 1 were days of intense fighting on the Ourcq, where the enemy made a determined stand in an ideal defensive position, using some of its finest divisions. The batteries fired on targets designated by the infantry, whose commander and Colonel Goodwin established command posts at *L'Esperance Ferme* with telephonic communications with the commander of the assaulting battalion. On July 29 and the days following, when the infantry attacked and was met by machine-gun fire, it was drawn back and Batteries A and C silenced the machine gun by fire directed by telephone by its own officers in the front-line, the other batteries executing protective and neutralizing fire in support. Desperate fighting continued until on Aug. 1 the enemy withdrew. The battle of the Ourcq was won.

The regiment advanced across the Ourcq on Aug. 2 and occupied positions north of the road between *Sergy* and *Fère-en-Tardenois*. It did not fire from these positions, but on Aug. 3 advanced again over roads crowded with troops through shell-scarred wheatfields to *Chéry Chartreuve*. Here it was in support of the 57th Infantry, 4th Division, which had relieved the 167th Infantry. An observation post was established and the regiment fired on enemy working-parties attempting to harvest wheat across the *Vesle*, Aug. 3 and 4. On the night of Aug. 4, it was relieved and marched back to *les Platrières*. This closed the regiment's participation in the *Aisne-Marne Offensive*. It had advanced more than forty kilometers, supporting troops of four divisions, without rest for eighteen days, in a continuously moving battle.

The regiment rested Aug. 7-18 near the Marne and received new equipment, then entrained for the 12th Training Area, near *Châtillon-sur-Seine*, for instruction and drill. On Aug. 23, Lieutenant Colonel A. T. Bishop took the command of the regiment.

¹ Assigned to command 167th Artillery Brigade, 92d Division, from which he returned to the 26th Division to command the 51st Artillery Brigade.

On Aug. 30-31 the regiment entrained for the front under secret orders. It detrained at Bar-le-Duc Sept. 1, and marching nights and resting days arrived at Rupt-en-Woëvre, Sept. 6, where it went into bivouac before going into position on the heights south of Mouilly.

On Sept. 9, Lieutenant Colonel Goodwin again assumed command of the regiment.

The 101st Field Artillery was assigned to support the advance of the 101st Infantry in the attack on the St. Mihiel salient. All batteries commenced a preparation bombardment at 1 A.M. Sept. 12, and continued until 8 A.M., when the infantry attacked and the fire changed to a rolling barrage. The 101st Engineers repaired the road over No Man's Land and the regiment moved forward down the Grande Tranchée de Calonne, its forward elements reaching Vigneulles Sept. 13, where shortly after arrival they met troops of the 1st Division which had attacked from the old La Reine Sector, on the south side of the salient.

On Sept. 14 the regiment retraced part of its route of the day before and took up positions along the general line Dommartin-Etang de Longeau in support of the 51st Infantry Brigade. Until its transfer to the front near Verdun, Oct. 9-11, the regiment took part in many raids against the enemy and participated in a diversion, Sept. 26, to deceive the enemy as to the extent of the great attack in the Argonne launched that day. Its work in this sector (known as the Troyon Sector) was particularly arduous. Because of the lack of concealed gun positions in the Woëvre plain, the guns were frequently moved into position after dark, fired, and withdrawn before daylight. Both men and animals were nearly exhausted when orders came to proceed to another front.

The night of Oct. 11, the regiment marched to the Bois des Sartelles, six kilometers southwest of Verdun. After three days' rest the 1st Battalion went into position the night of Oct. 15-16 near Haumont-pre-Samogneux. The following night the 2d Battalion relieved units of the 33d R.A.C. (French) in the Ravine D'Avermont. This marked the entry of the regiment into the Meuse-Argonne Offensive. On Oct. 17 Colonel Creed F. Cox took command of the regiment. The "2d Groupe" of the 211th R.A.C. (French) was attached to the regiment for tactical purposes, and this unit and the 101st Field Artillery were designated as the West Grouping and supported the 51st Infantry Brigade.

On Oct. 20, the command again passed to Lieutenant Colonel Goodwin.

On Oct. 23, in preparation for and in support of an attack by the 101st Infantry and elements of the 29th Division, the 101st Artillery fired on enemy positions in Molleville Bois from 5.30 to 10.35 A.M., and throughout the day fired many concentrations to protect the infantry in its hard-won positions. That night Batteries A and B moved forward to positions in the Ravine d'Haumont, known to the 26th Division as Death Valley, and the next night Battery C also advanced to the ravine. From these positions these batteries fired almost incessantly and suffered from heavy shelling with gas and high explosive. On Oct. 25 a heavy fire for destruction was laid down on the eastern slopes of Hill 360 in an attempt to take the hill, and on the 27th there was a general assault by the divisional infantry accompanied by protective and rolling barrages by the 101st Artillery.

On Nov. 1, Goodwin became Colonel. On the same day the regiment was relieved and moved to positions in the Neptune Sector in front of Fort Duomont.

From Nov. 1-7, this sector was comparatively quiet and the regiment's fire consisted of routine harassment. On the afternoon of Nov. 7 orders were received to make preparations for a general attack. On the night of Nov. 8-9, patrols having reported that penetration of the enemy lines for from 600 to 1000 yards had failed to establish contact, a general advance of the infantry was ordered, and at daylight, Nov. 9, Batteries D and

E moved forward to new positions on the Vacherauville-Flabas road. Two guns, one from each battalion, accompanied the infantry. An attack for Nov. 11 was planned, calling for artillery on sensitive enemy points and a rolling barrage. In the midst of preparation by the batteries, official news of the signing of the Armistice was received at regimental headquarters, but pursuant to verbal orders the program of the regiment's fire, except for a lengthening of the range, was carried on until eleven o'clock.

On the night of Nov. 12-13, the regiment, less the 1st Battalion firing batteries, moved to the Bois de Thierville, and the next night the entire regiment started its march south, arriving at Guerpont Nov. 21. Here equipment was cleaned and overhauled. The guns and most of the horses and wheeled equipment were turned in. On Nov. 30, the regiment marched to new billets, and on Dec. 19-20 to Ligny-en-Barrois and there entrained to join the rest of the division in the vicinity of Montigny-le-Roi. Subsequently it went to the Le Mans Area, then to Brest, where it embarked for the United States March 30-31 on the S. S. *Agamemnon*, arriving at Boston April 7, 1919. It was mustered out of service at Camp Devens April 29, 1919.

The regiment suffered 265 battle casualties, 155 gassed, 87 wounded, and 23 killed or died of wounds.

102D FIELD ARTILLERY

The 2d Massachusetts Field Artillery, National Guard, was mobilized at Boxford, Mass., July 25, 1917. It was composed of Battery A of Haverhill; Battery B of Worcester; Battery C of Lawrence; Battery D of New Bedford; Battery E of Worcester; Battery F of Lowell; Headquarters Company of Lawrence and Supply Company of Lawrence and Boston. Of these, Batteries B and C were formerly units in the 1st Massachusetts Field Artillery, National Guard. Lieutenant Colonel Thorndike D. Howe was in command.

The regiment was drafted into Federal service Aug. 5, 1917, and received its designation of 102d Field Artillery at that time and was assigned to the 51st Field Artillery Brigade, 26th Division.

Colonel Morris E. Locke of the regular army took command of the regiment Aug. 30, 1917.

The regiment left Boxford for overseas Sept. 21, 1917, and sailed from Hoboken, N. J., Sept. 23, on the S. S. *Finland*.

The regiment arrived at St. Nazaire Oct. 5, and at Camp Coëtquidan Oct. 17. After fourteen weeks of training the regiment entrained at Guer Feb. 2-3, 1918, for the front. Detrainment was at Mercine-Pommiers near Soissons. The 1st Battalion was attached to the 61st (French) Division and the 2d Battalion to the 21st (French) Division, 11th Army Corps, 6th French Army.

During its occupancy of the sector, the regiment was called upon to fire defensive and counter-barrages against enemy raids. It also furnished support fire and a barrage in support of a combined French and American infantry raid on the Bois de Quincy and the Bois de Mortien.

The regiment was relieved on the night of March 20-21, and proceeded by train to Bar-sur-Aube, where it started its march to a rest area. Two days after its arrival in billets it was again ordered to the front.

During the nights of April 3-5, the regiment relieved the 7th Field Artillery, 1st Division, taking over the East Grouping which covered the territory in and around Seicheprey from the Etang de Vargevaux to the Bois de Jury, approximately six kilometers. The regiment also took over three batteries of 90 mm guns and one anti-tank

gun. While the regiment was in this sector it provided barrages for the infantry, concentrations with shell and gas and carried out harassing schedules. The use of roving pieces was undertaken with good results. On April 16 the regiment supported a raid by the 102d Infantry.

In connection with the enemy raid on Seicheprey, April 20, the regiment fired about 13,000 rounds of ammunition, ending with a rolling barrage on the morning of April 21. The casualties included four killed. On May 31 the regiment participated in the "Million Dollar Raid" on Richécourt, during which 204 guns of all calibers fired in support. On June 16 the regiment assisted greatly in breaking up and driving back a raid launched by the enemy on Xivray-Marvoisin, occupied by units of the 103d Infantry. In this affair the 1st Battalion fired practically 6000 rounds. The regiment also took part in the artillery and projector gas attack on the Bois de Bemières, June 19. On June 20 the 2d Battalion was shifted to the right to take part in a French raid on Remenauville and Regniéville.

The regiment was relieved June 26 and proceeded by train and by marching, to Chalifert-sur-Marne. On the night of July 6-7, it went into reserve positions for twenty-four hours, after which it relieved the 15th Field Artillery, 2d Division.

The enemy's attack on Vaux, as a diversion from their attack east of Château-Thierry, July 15, was considerably broken up by the accurate fire from the 1st Battalion and during the next three days the regiment fired over 2000 rounds in concentrations and harassing schedules. On July 18 the regiment was ordered to positions near the infantry, to better assist the latter in its attack.

As the infantry advanced, batteries moved forward and took up positions just north of La Sacerie Farm, and supported the attack on Trugny and Epieds for nearly three days, July 22-24. The 102d Field Artillery continued with the 42d Division and was called upon to deliver almost continuous fire in support of the attacks which forced the enemy across the Ourcq. At this time the 42d Division occupied the entire front of the 1st Corps, which had become contracted as the Allies' line was shortened by the German retreat. As the enemy fell back, the regiment moved forward to the vicinity of Chéry-Chartreuve, just south of the Vesle, where it remained until Aug. 4.

After its relief the regiment moved to Saacy-sur-Marne, remaining there until Aug. 10, moving thence to the area north of Châtillon-sur-Seine.

During the fighting from Château-Thierry to the Vesle River, the 102d Field Artillery was in action for seventeen consecutive days. It advanced more than forty kilometers and supported the infantry of three divisions, the 26th, 42d, and 4th, as well as the 56th Infantry Brigade. The regiment expended approximately 50,000 rounds of ammunition and suffered casualties of one hundred and one of all ranks.

The two weeks' stay in the rest area was utilized to reëquipping the regiment and for drill. Colonel Locke was transferred to other duties and Lieutenant Colonel John F. J. Herbert became regimental commander.

On Aug. 28 the regiment moved by train, and marching to the vicinity of Rupt-en-Woëvre, reached there Sept. 5.

The regiment's preparatory fire in the St. Mihiel offensive began at 1 A.M., Sept. 12. Its mission was primarily the cutting of enemy wire. Impassable conditions of road and terrain held up the advance of the regiment until the work of the engineers enabled the batteries to advance on the afternoon of Sept. 13. New positions were taken on the heights of the Meuse, supporting the 52d Infantry Brigade.

During the next month the regiment was called upon to execute the usual daily schedules of fire which pertain to inactive sectors, and in addition took part in raids on

Marchéville and Wavrille, and on the Bois de Wavrille. Two heavy Yperite concentrations by this regiment on Pintheville, Oct. 6, brought reprisal fire from the enemy, resulting in the severe gassing of Battery B located at Tresauvaux.

The regiment was relieved by the 114th Field Artillery, 30th Division, Oct. 9-10, and it proceeded by marching to the Bois de Sartes, southwest of Verdun. During the relief Colonel Jacob A. Mack joined and took command of the regiment.

The regiment Oct. 16-17 relieved the artillery of the 18th French Division, north of Verdun. During the twenty-four days on the Verdun front the regiment fired almost continuously either in support of infantry attacks or in the execution of heavy harassing schedules.

On Nov. 9 the 1st Battalion moved out in pursuit of the retreating enemy, followed ten hours later by the 2d Battalion, all batteries being in position to support our infantry attack scheduled for 9 A.M., Nov. 11. The artillery preparation for this attack proceeded on schedule time, the last shot being fired at 10.59, 32 A.M. and landing in the enemy lines at exactly eleven o'clock.

The regiment was withdrawn from the lines Nov. 13, and marched to Salmagne, near Bar-le-Duc. Artillery equipment was cleaned and made ready for turning in to the ordnance department. The regiment rejoined the division at Damremont in the 8th Training Area Dec. 20. A move was made to the Eccommoey Area, Jan. 25, 1919, and the regiment embarked for home April 1, 1919. It was discharged April 29, 1919.

The regiment suffered 261 battle casualties, 125 gassed, 114 wounded, and 22 killed or died of wounds.

103D FIELD ARTILLERY

The 103d Field Artillery was organized at Camp Curtis Guild, Boxford, Aug. 5, 1917. Headquarters Company and Supply Company were formerly Troop M, Rhode Island Cavalry.

Battery A was formerly Battery A, Rhode Island Field Artillery.

Battery B was formerly Battery B, Rhode Island Field Artillery.

Battery C was formerly Battery C, Rhode Island Field Artillery.

Battery D was formerly Battery A, New Hampshire Field Artillery.

Battery E was formerly Battery E, 10th Connecticut Field Artillery.

Battery F was formerly Battery F, 10th Connecticut Field Artillery.

There were also transferred to the regiment on Aug. 26, 230 coast artillerymen, Maine National Guard, and 246 men from Rhode Island units. On Sept. 22, 75 men, and on Oct. 3, 50 men, were received from Camp Devens.

On Sept. 20 the 2d Battalion and the Supply Company proceeded to Newport News, Va., to convoy horses to France. On Oct. 8 the remainder of the regiment entrained at Boxford for New York, and on Oct. 9 sailed on the S. S. *Baltic*. Two days later the *Baltic* reached Halifax and joined a convoy which sailed Oct. 11. Liverpool was reached on Oct. 23 and Le Havre Oct. 30, the battalion having spent a few days at Southampton. Thence on the following day to Coëtquidan *via* Guer, Brittany.

The 2d Battalion was moved from Newport News, Va., Nov. 13 and 14, convoying more than 2000 horses and mules. It arrived at Coëtquidan Dec. 8-12. The Supply Company sailed from Newport News on Dec. 14 and joined the regiment at Coëtquidan on Jan. 13, 1918. The regiment was equipped with the 155 mm (Schneider, model 1917) howitzers and was the first National Guard organization to handle field guns of this size.

Early in February the regiment was moved northeast of Soissons.

Regimental headquarters was at Ste. Marguerite, eight kilometers east of Soissons.

Each battalion was put under the command of the French divisional artillery commander of the sector and served under his direct supervision, instruction, and control, as supplementary heavy field artillery.

The regiment was relieved from the sector on March 17-18, having fired daily since Feb. 11.

Upon relief of the 1st Division (American) and the 10th Colonial (French) Division in the La Reine Sector, the 103d Field Artillery relieved the 5th Field Artillery in positions near Beaumont, Mandres-aux-Tours, Hamonville, Bois de Hauginsard, and Lionville. Regimental headquarters, originally at Méné-la-Tour, was moved, April 6, to Boucq. Personnel was furnished at this time for a battery of 95 mm guns, located near Beaumont, attached to the 1st Battalion, and for anti-tank pieces at Seicheprey and Rambucourt.

There was no corps artillery in the sector. During the occupancy of this sector, first use of roving guns, as sniper pieces, was employed.

From April 10-13, the left elements of the regiment executed heavy fire during the enemy attacks on Bois Brûlé. In the enemy raid on Seicheprey, April 20, several men in the anti-tank detachment were captured; one officer and four men of the 95 mm battery killed, and one officer and several men wounded. Two of the three guns of this battery were put out of action by enemy fire.

On June 17, 1918, Colonel E. T. Smith was succeeded in command of the regiment by Lieutenant Colonel P. D. Glassford.

The regiment was relieved June 20-28 and the men went into billets in villages south of Toul.

Throughout the period of activity of the 26th Division in July and August the 103d Field Artillery served in its normal capacity as divisional artillery, also aiding the 167th Division (French) whose sector was always well within range. The 51st Field Artillery Brigade acted as divisional artillery in succession for the 26th, 28th, 42d, and 4th American Divisions before its relief, Aug. 4, by the 150th Field Artillery, 42d Division.

From the time of the first advance, on July 21, until relief, the guns were kept well to the front, always on the heels of the infantry, and more than once went into position ahead of all but the first thin line of infantry. This was a record for divisional artillery equipped with 6-inch howitzers.

On being relieved the regiment marched to Beuvardes, thence to Aulnois and Essomes and the next day to Courcelles, subsequently to Voulaines and Lenglay in the Haute-Marne area. On Aug. 27 the regiment moved to position for the St. Mihiel Offensive.

At 1 A.M., Sept. 12, a very heavy preparation fire was begun. The infantry attacked at 8 o'clock, and at 11.56 A.M. the regiment ceased all fire as the advance had proceeded beyond range. The regiment fired 4074 shells during the morning.

On Sept. 24 the regiment advanced to positions in St. Rémy-Dommartin valley and the Fort de la Montagne. Until Oct. 10 the regiment continued to occupy these and similar positions. On Oct. 10, the regiment was relieved by the 115th Field Artillery and the next day started to march to the Bois des Sartes, southwest of Verdun.

The regiment relieved the heavy artillery of the 18th (French) Division north of Verdun, Oct. 16-18. On Oct. 23, it supported an attack in conjunction with the 29th (American) Division on the left, and the next day supported the attack of its own division against Bois Belieu, Hill 380, and vicinity. It continued its work of supporting attacks, harassing fire, and counter-battery work until Nov. 1, when one battalion was relieved

to allow it to relieve two batteries of French artillery in positions on the Côte de Poivre.

From Nov. 4 until the Armistice, artillery fire was much restricted, due to falling back of the enemy and uncertainty as to the location of our front lines.

The regiment was relieved from the line on Nov. 13, and with other elements in the brigade, was marched to the Bar-le-Duc Area, where the brigade was detached from the division. After turning in artillery material the regiment followed a schedule of close-order infantry drill until Dec. 20, when the brigade rejoined the division in the 8th Training Area near Montigny-le-Roi.

Four Massachusetts men died while serving in this organization.

101ST AMMUNITION TRAIN

The Auxiliary troops of the 26th Division, in most instances non-combatant, by devotion to duty, many times under shell fire and often under machine-gun fire as well, during long hours of continuous work, made it possible for the fighting units of the division to attain their battle records.

The 101st Ammunition Train was organized the latter part of August, 1917, at Camp Bartlett, Westfield, Mass. Thirteen officers and 700 enlisted men from the 1st Vermont Infantry and six officers and 234 enlisted men from the Massachusetts Coast Artillery, National Guard, were assigned to the train at this time. Lt.-Col. William J. Keville of the 8th Massachusetts Infantry, National Guard, was assigned to the command. The train was organized in two sections, comprising respectively, Motor Section-Headquarters, 1st, 2d, 3d, and 4th Companies; Horsed Section-Headquarters, 5th, 6th, and 7th Companies. Several reserve officers were also assigned to the train, and in addition a number of men from the first draft at Camp Devens were transferred to complete the enlisted strength of the organization.

The train left camp for overseas Oct. 2, 1917, and sailed via New York and Halifax to Liverpool, thence to Southampton, Le Havre and Camp Coëtquidan, where the train was attached to the 51st Field Artillery Brigade.

After considerable delay the train received its motor equipment, and then only after personnel of the train brought it overland from different French ports. From the time the equipment was received until the 26th Division went into the line the train was more or less broken up, detachments being called upon to serve in various areas. The sections of the train left in camp were used for construction work of all kinds in addition to transporting ammunition for artillery.

About this time the designations of the companies were changed from numerals to letters and the companies became respectively, A, B, C, D, E, F, G, and I.

On Dec. 18, 1917, five hundred officers and men of the train left camp for the Chatenois Area to prepare billets to be occupied by the 51st Field Artillery Brigade. On Jan. 6, 1918, the Divisional Ordnance Repair Shop Unit, with one repair truck, three officers, and forty-seven men, were attached to the Ammunition Train and were engaged in the repair of ordnance equipment and material.

The remainder of the train left Coëtquidan for the front Feb. 7, arriving in the Soissons Area Feb. 12. The trip was made over the road. Train Headquarters and the motor battalion were attached to the 111th French Army Corps Artillery Park.

From then until the train turned in its equipment the following spring preparatory to returning to the United States it was never idle. With the division in the line it was

called upon to transport both artillery and small arms ammunition to the troops in the line. While operating in the Chemin des Dames Sector the train suffered its first battle casualties.

The first member of the organization to be awarded the Croix de Guerre for coolness and courage under enemy fire was Lt. Edwin G. Hopkins.

When the division was ordered to the Toul Sector, the latter part of March, the motor battalion of the train was detailed to transport troops. The train was assembled in the Toul Area about April 11.

The train served on every front and in every sector occupied by the division and its members worked with such efficiency that letters of commendation from higher authority were received after each operation. Artillery as well as troops using the smaller arms praised the devotion to duty of the train personnel.

The signing of the Armistice did not bring to an end the work of the Ammunition Train. For some time a large part of the train was detailed for salvage work in the Meuse-Argonne Area, and at the completion of this duty reported to division headquarters in the 8th Training Area.

The train saw nine months active service at the front and lost eleven men by death from all causes from Aug. 27, 1917, to Dec. 3, 1918. During the next seventeen days it lost sixteen men from influenza. Lt.-Col. Keville was promoted to Colonel March 23, 1919, and assigned to the 104th Infantry, but later was transferred back to the train and commanded it on its return to the United States.

101ST ENGINEERS

By Lt.-Col. Porter B. Chase

The First Corps Cadets, from which this regiment was developed, was organized in 1741 as a company of infantry and remained so constituted, with one short break in 1774, until 1872 when it was reorganized as a battalion of infantry, retaining that organization until May 22, 1917. On that date it became a regiment of engineers (First Corps Cadets, 1st Massachusetts Engineers, National Guard). This was the result of several conferences between its officers and representatives of the War Department, to decide upon the surest way of placing the organization in a position to make a definite contribution to the service as a part of the infantry division then in process of formation in New England.

The status of the regiment having been definitely settled, recruiting was at once started. Requisitions were prepared for clothing and equipment, a schedule of drills put in force early in June, and the complete roster of regimental officers elected and commissioned.

Col. George W. Bunnell was assigned to command the regiment. Maj. Porter B. Chase commanded the 1st Battalion and Maj. Harold W. Estey the 2d Battalion. Company commanders were Captains John F. Osborn, George I. Cross, Charles M. Rotch, 1st Battalion; Carrol J. Swan, Edwin M. Brush, and Arthur L. Bartlett, 2d Battalion. 1st Lt. Schuyler R. Waller commanded the train.

In July, orders were received for one company ("B") to report for duty with the Camp Quartermaster at the cantonment then being built at Ayer, Mass., — Camp Devens. On July 25, the regiment responded to the call of the President and on Aug. 5, 1917, was drafted with the rest of the National Guard of the country and mustered into Federal service, and on Aug. 22 became the 101st Engineers.

Tables of divisional organization issued on Aug. 20, 1917, called for an engineer train as a part of the engineer regiment. This train was at once organized by two officers

of the old 6th Massachusetts Infantry from various companies of that regiment, moved into camp near Company "B" at Ayer, Mass., and was employed with that company on the work of preparing the cantonment. These same tables called for an increase in the aggregate strength of the regiment; hence in the latter part of August, men were transferred to the 101st Engineers from the coast artillery of Maine, New Hampshire, and Rhode Island, from the field artillery of Maine, and from the signal corps of New Hampshire.

The Trustees of Wentworth Institute of Boston generously placed all the services of the Institute at the disposal of the regimental commander, and a period of intensive instruction in all branches of engineering work was begun and carried forward day and night until the regiment left for France. Those who could conveniently do so went to their homes at night, reporting to the Armory early each morning. The others were at first quartered in the Armory, but later, when equipment was received, occupied tents at a temporary camp on the grounds of the Institute. The need of a band was felt at this time. Tables of organization made no provision for bands for engineer regiments. Through the generosity of the Boston Chapter, Society of Engineers, instruments were obtained, the regiment combed for bandsmen, and the rehearsals of the volunteer band begun. The band remained in this status until the autumn of 1918, when bands for engineer regiments were authorized.

About the first of September, word was received that instead of going to a southern camp for the winter, the 26th Division would proceed direct to France. Orders to ship all freight and be ready to move at short notice quickly followed. On Sept. 9, Company "B" and the Engineer Train were recalled from Ayer to Wentworth Institute. The "short notice" arrived just before noon on Sept. 24. Soon after midnight the regiment was on its way to the Port of Embarkation.

The regiment sailed from New York on the *Andania*, early on the morning of Sept. 26, and joined the other ships of the convoy at Halifax. The crossing was uneventful. In the early evening of Oct. 9, the ship tied up to the dock in Liverpool, where trains for Southampton were at once boarded by the regiment.

Owing to bad weather, German mine-layers in the Channel, and to other causes unknown, the regiment remained in camp at Southampton until Oct. 18, when it left for Le Havre, arriving there in the early morning of Oct. 19, the 176th anniversary of the founding of the First Corps Cadets, in 1741 — an interesting coincidence. From Le Havre two companies proceeded to Bazoilles; the rest of the regiment to Rolampont. The regiment was temporarily detached from the division to engage in construction of hospitals, barracks, and stables in the area set aside for training purposes for the American army. Companies B and C at Bazoilles were retained there in hospital construction, when the regiment put in its first tour of duty at the front.

On Jan. 23, 1918, the regiment and train, less Companies B and C, moved to Fréville, where it engaged in intensive training, including a little rifle practice, and on Feb. 8 left for the Soissons front.

Regimental headquarters and the train were at Missy, Company A at Ostel, D at Laffaux, E at Sorny, F at Mont de Leuilly, and 1st Battalion headquarters at Juvigny.

The work done on this front was varied; road construction and repair, maintenance and building of light railways, wire entanglements, deep dugouts, machine gun emplacements, and trench building. Each company had experience working under shell fire both by night and day. A detachment of Company A formed part of a raiding party March 18, and lost six men wounded and three killed, the first casualties in the regiment. The first decorations in the regiment were received at this time as a result of the good

work done in the raid, and, indeed, the entire regiment was praised by the French for the manner it performed its tasks. The experience gained was of great value in later operations.

The regiment began moving out from their stations to Soissons to entrain, March 21. One night was spent in the city of Soissons under long-range fire all night. The railroad station there was so heavily shelled during the morning that the regiment marched about twelve kilometers to Ambleny to entrain. It had been planned that part of the journey would be made by train and the remainder by marching to home station, working out some combat problems with the 42d Division meanwhile, but the success of the German drive then going on necessitated a change of plan. The regiment was hastily brought together in and around Orquevaux and here Companies B and C rejoined.

Two days were spent in reëquipping the men. On March 30 the regiment was sent in French camions to the Toul Sector, where it relieved the 1st Engineers. Regimental headquarters was established at Boucq. After shifting around a few times, final stations were taken by Company A at Beaumont, B at Hamonville, C at Raulecourt, D at Jouey-sous-les-Côtes, E at Gironville, and F at Vignot. Some changes were made in company stations during the latter part of May and early June, E company taking over the engineer dumps at Leonval and Mênil-la-Tour. Work in this sector consisted in construction of machine gun "pill-boxes," erecting and repairing camouflage and barbed wire, building P.C.'s and strong points, and the usual repair of roads.

After the battle of Apremont the 2d Battalion supervised the construction of the Knight-Galvin trench in the Bois Brûlé and the organization of other defenses there, a most important work conducted under most difficult circumstances. Various other works were taken up, among which was the construction of a division P.C. at Boucq.

The regiment was relieved in this sector by the 307th Engineers, 82d Division, June 25, and moved back by marching to Choloy, where a few days were spent in rest, drill, and refitting, and on June 30 entrained at Pagny — destination unknown — and came together again at Chamigny, July 1, whence the regiment was to relieve the 2d Engineers, 2d Division, on the Château-Thierry front. The relief, delayed from day to day, was made July 7. Until July 18, the regiment organized the position for defense, buried our own and Boche dead, and repaired roads. All work was done under difficult circumstances, and the regiment suffered many casualties.

On July 18 the now famous counter attack of the Allies was started and the engineers sent detachments forward with the infantry. The regiment did strenuous as well as valiant work in keeping roads open, joining the infantry in fighting, etc., and so well did they perform the various tasks assigned them, that when the 26th Division was relieved, the engineers were held until Aug. 8. Well-needed rest and refitting was had at Châtillon. The regiment had been in line or moving to or from such a position since Feb. 8, and unlike infantry and artillery the engineers enjoyed no system of reliefs, but were on duty as a whole constantly. A rest was well earned.

On Aug. 30 the regiment left Châtillon for the St. Mihiel front, detraining at Nançois and Longeville, where began a series of hard night marches ending near Rupt-en-Woëvre, Sept. 7.

Companies C and E went forward with the infantry in the attack, Sept. 12. The remainder of the regiment was engaged in the almost superhuman task of repairing roads leading forward across what had been No Man's Land for four years, so that the artillery could follow up and support the infantry. The events of this day marked the high point in achievement for the regiment up to this time. Its efforts did not pass unnoticed by the other branches of the service, and the division commander was moved

to write a letter of commendation expressing his appreciation of the services rendered. The story of the day's work later reached the Chief of Engineers, A.E.F., who also wrote the regimental commander a letter of commendation.

HEADQUARTERS TWENTY-SIXTH DIVISION
American Expeditionary Forces

France, September 30, 1918.

From: Commanding General.

To: Commanding Officer, 101st Engineers.

Subject: Commendation of your command.

1. From the 12th to the 14th of September this division played an important part in the cutting off of the St. Mihiel Salient, pushing through practically unknown enemy country from Les Eparges to Vigneulles, to a distance of approximately fourteen kilometers.

2. In a brilliant dash of this sort the advancing troops are always hailed with the acclaim which they well deserve. The multitude applauds them. But to those of us who know the inside points of the game, there comes the thought of those others without whom the success could not have been accomplished.

3. The duties of engineer troops seldom lead to the path of glory. Their labors and the fruits of them are seldom recognized by the layman. But there are some of us who know of the work that your regiment has done. In this last advance I cannot compliment you too highly for it. The 101st Engineers not only did the pioneer work at the front which was their specific duty but also repaired the roads in the rear which should perhaps more properly be done by Corps Engineers.

4. Your officers and men repaired roads that were filled with shell holes, wire, and other obstacles, roads which in some cases were entirely obliterated. They accomplished their mission in a minimum of time under difficulties which seemed insurmountable. They continued their work day and night, laboring unceasingly under fire, making it possible to carry ammunition and supplies to the troops, that they might hold the ground which they had taken. Without the supreme effort of your regiment our work would have gone for naught.

5. I congratulate you on your masterful handling of a difficult piece of work and through you I congratulate your regiment which has continued to uphold the best traditions of New England and of the Yankee Division.

C. R. EDWARDS

Major General, Commanding

After the cutting off of the salient the work of stabilization and reorganization began. Working parties were started on defenses, but efforts were confined for the most part to making possible the use of roads by the wheeled vehicles of the division.

On Sept. 26 the Marchéville raid was staged with half companies from B and F taking part with the infantry. Capt. Landon was captured during this raid and there were a number of casualties among the engineers.

On Oct. 11 the regiment was relieved by the 304th Engineers, 79th Division, and moved by marching to Faubourg Pavé, a suburb of Verdun, and was for a few days in army reserve. On the 15th stations were taken as follows: A company at Samogneux, B at Bras, C at Haumont, D at Côte de L'Oie, E at Champ, F at Bois de Forges, and headquarters at Bras. Practically all of the work in this sector was on roads, the whole regiment being engaged in the repair of the main axis of communication, with some elements just behind the infantry on the jump-off line, until the Armistice was declared.

On Nov. 13 the regiment was assembled at Bras and the following day began its march to the rear, which ended on the 22d with stations at Esnouvaux, Ageville, and Mennonvaux. A bountiful Thanksgiving repast was enjoyed by the regiment. Drills were continued throughout the stay in this area.

On Jan. 3 stations were changed to Marnay, Vesaignes, and Poulangy. Drills were again started, but the condition of the roads again demanded the attention of the

engineers and from then until the final move to Brest the repair of roads was practically all that the regiment did, for that purpose even being excused from a division review to General Pershing.

The next move was on Jan. 30, 1919, when the regiment entrained for the Le Mans Area, being billeted in Moncé, Pontibault, and Mulsanne, where the road work continued, interspersed with inspections of various sorts, to the day of leaving for Brest, March 21. March 27 the regiment, less Company C, boarded the *Mt. Vernon* at Brest for home. Company C sailed on the 28th on the *America*. Boston was reached April 4, and the regiment proceeded to Camp Devens the following day. The regiment took part in the parade of the 26th Division in Boston, April 25. The 101st Engineers were mustered out April 28, 1919, and the men returned to their homes.

There had been many changes among the personnel of the regiment, especially among the officers; of those who sailed for France with the regiment but twenty-one officers returned. Maj. Estey and Capt. Walcott died in France.

The organization was the first national guard engineer regiment to arrive in France. It saw service of varied character and on nearly every front held by American troops. Commended by division and corps commanders, by the Chief of Engineers, A.E.F.; congratulated and complimented by the Chief of Engineers, U. S. Army, upon its achievements; the regiment has the satisfaction of knowing that an earnest effort to do its part in the great struggle in which it was privileged to share met with proper acknowledgment.

101ST SUPPLY TRAIN

The 101st Supply Train was organized by Captain Davis G. Arnold, formerly of the Rhode Island Cavalry, National Guard. The train comprised two officers and one hundred five enlisted men of Troop B, Rhode Island Cavalry, N.G. and five officers and 360 men from the 8th Massachusetts Infantry, all of whom were experienced chauffeurs and mechanics. The train was assembled at Camp Bartlett, Westfield, Mass. Later an additional number of men were received from the 6th Massachusetts Infantry, 50 from Camp Devens, and a number from other New England state organizations. The train was fully organized by Sept. 23.

Departure for overseas was on Sept. 24 via New York, Halifax, Liverpool, Southampton, and Le Havre to the Neufchâteau area.

Early in November the 1st Company and Headquarters left for Soissons to operate trucks for the French; the 2d and 5th Companies were sent to St. Nazaire and the 6th Company to Bordeaux, to receive transportation. Immediately on its return with 30 one and one-half ton trucks, the 2d Company was detailed, trucks and personnel, to the 42d Division at Vaucouleurs.

The 6th Motor Truck Company was transferred to the 1st Division soon after arrival in France.

Among the first Americans to see actual service under shell fire in France was a detachment from the train which had been operating with the French at Soissons and was detailed to participate in the drive on Cambrai which started Nov. 30, 1917.

During all of the period employed by the division in training before its entrance into the line in February companies and detachments from the train were sent to operate in many different parts of France. Late in January, 1918, the Mobile Repair Shop was organized from the 101st Supply Train.

Captain Arnold was relieved from the command of the train Jan. 22, 1918, and Major T. C. Baker was placed in command.

On Feb. 5 the train left for Soissons, proceeding over the road. It operated in this

sector until March 17, when the division was relieved. While here, it was bombed and shelled on several occasions, but no casualties resulted.

The work of the Supply Train from its entrance into the front-line areas until after the Armistice was of the highest order and upheld the records made by the combat units in the division. During the occupancy by the division of the sector west of Château-Thierry in July and the advance of the division beginning July 18 the trucks of the train were under almost continual shell fire, but the casualties were slight. The Supply Train was called upon in addition to its own divisional duties to transport a machine-gun battalion of the 2d Division to its place in line on July 17, in preparation for the advance of that division on July 18.

The 101st Supply Train has the distinction of being the first organized American Supply Train to operate in France. It had a record of nine months' continuous service within the range of enemy guns. It returned to the United States with the division in the spring of 1919.

101ST SANITARY TRAIN

The units comprising the 101st Sanitary Train were: the 1st New Hampshire Field Hospital Company, the 1st Massachusetts Field Hospital Company, the 2d Massachusetts Field Hospital Company, the 1st Massachusetts Ambulance Company, the 2d Massachusetts Ambulance Company, the 1st Rhode Island Ambulance Company, the 1st Connecticut Field Hospital Company, and the 1st Connecticut Ambulance Company. All were National Guard units of their respective states.

These organizations were called into service on July 15, 1917, and proceeded to camp grounds within their state borders. On Aug. 20, 1917, the names of the units were changed as follows:

1st Massachusetts Ambulance Company	to 1st Ambulance Company, 26th Division
2d Massachusetts Ambulance Company	to 2d Ambulance Company, 26th Division
1st Connecticut Ambulance Company	to 3d Ambulance Company, 26th Division
1st R. I. Ambulance Company	to 4th Ambulance Company, 26th Division
1st Massachusetts Field Hospital Company	to 1st Field Hospital, 26th Division
2d Massachusetts Field Hospital Company	to 2d Field Hospital, 26th Division
1st Connecticut Field Hospital Company	to 3d Field Hospital, 26th Division
1st New Hampshire Field Hospital Company	to 4th Field Hospital, 26th Division

On Sept. 6, 1917, the 1st Ambulance Company and the 1st Field Hospital left Framingham for overseas. The several other companies in the train left their camps between that date and Oct. 3, sailing from New York, Hoboken, or Montreal bound for Liverpool or St. Nazaire.

Arriving in the Neufchâteau training area, the ambulance companies were billeted in Liffol-le-Grand, and the field hospitals, with the exception of the 4th Field Hospital, in Bazoilles-sur-Meuse.

Shortly after arrival in the training area the designations of the units in the train were again changed, as follows:

1st Ambulance Company	to 101st Ambulance Company
3d Ambulance Company	to 102d Ambulance Company
2d Ambulance Company	to 103d Ambulance Company
4th Ambulance Company	to 104th Ambulance Company
1st Field Hospital Company	to 101st Field Hospital Company
3d Field Hospital Company	to 102d Field Hospital Company
2d Field Hospital Company	to 103d Field Hospital Company
4th Field Hospital Company	to 104th Field Hospital Company

The units of the train cleaned up the towns in which billeted. The next work was the preparation of a French hospital in Rebeuville barracks for occupancy by the 104th Field Hospital. About the same time the 101st Field Hospital established a hospital in a French convent in Liffol-le-Grand. Thenceforth until the division moved to the front contagious cases were sent to the 104th Field Hospital and others to the 101st Field Hospital. The Ambulance Companies, having received their transportation, covered the whole divisional area, and evacuated cases to Vittol and Chaumont.

During this time the Medical Supply Unit, the Divisional Dental Laboratory, and the Field Laboratory, 26th Division, came into being.

On Feb. 4, the 101st Sanitary Train left the training area for the front and went into training with corresponding units of the 11th French Army Corps on the Soissons front in the Chemin des Dames sector.

During the stay of the train in this sector it was occupied entirely with work with the French.

The train moved into the Toul sector the first of April. The 101st Field Hospital was located in the city of Toul and handled the ordinary sick cases, while the 103d Field Hospital in the same city took care of the skin and contagious cases. The 104th Field Hospital operated as a sifting station for the left half of the sector and the 102d Field Hospital for the right half. The Ambulance companies established dressing stations close to the lines and transported casualties from these points to the rear.

The train was called upon to function actively on the night of April 1 while the relief was being effected. Enemy artillery bombardment caused about 200 casualties, mostly to the 1st Division. The 102d Ambulance Company dressed and transported the whole number.

As a result of the fighting in the Bois Brûlé April 10-13, the 103d Ambulance Company operated from P. C. Rabier, and dressed and evacuated more than 200 wounded. Eleven men of the company were decorated.

During the enemy raid on Seicheprey and during the accompanying shelling, April 17-21, the train suffered a loss of more than fifty officers and men, killed, wounded, and gassed, six as prisoners, and three ambulances by direct hits from shell fire. It handled and cared for a total of 650 wounded and gassed.

Enemy raids and bombardments, or our own raids, during the division's stay in this sector caused all units of the train to be engaged at one time or another.

Following the relief of the 26th Division the latter part of June, the 101st Supply train moved to Domgermain, south of Toul, and there entrained for the Château-Thierry sector.

Between July 7 and 17, the train cared for more than 2000 cases, sick, wounded, and gassed. In preparation for the attack of the division on July 18, the 102d Field Hospital opened a triage at Bézu-le-Guery, through which the sick and wounded of the division passed. The 103d Field Hospital operated the hospital at La Ferté-sous-Jouarre for the severely wounded, and the 101st and 104th Field Hospitals combined operated a hospital for slightly sick, gassed, and other wounded at Luzancy.

The Ambulance companies opened dressing stations and furnished litter bearers. To give an indication of the work of the train during the drive from July 18-25, records show that one dressing station evacuated 1280 patients in 18 hours. During the three weeks from July 7-20 the 101st-104th Field Hospitals, with a personnel of 150 men, cared for 4395 patients.

The train assembled at Lauconnois Ferme on July 29, prepared to follow the advance if necessary. The next morning it was ordered back to Luzancy, where a rest

was enjoyed. On Aug. 15 the train departed for the Châtillon-sur-Seine area, where the hospital section was located at Villot and the ambulance section at Laignes.

For the St. Mihiel Offensive the 101st Field Hospital was set up at Chaumont-sur-Aire and the remainder of the train was billeted there, but after five days a move to another sector was made.

The 101st Field Hospital established a triage at Génicourt and the 104th Field Hospital prepared to care for gas casualties in the same building. The 102d Field Hospital opened in Château-le-Petit Monthairons for ordinary sick and slightly wounded. The 103d Field Hospital was held in reserve. Later a hospital triage was opened at Vaux and a hospital at Troyon, with the "sick hospital" remaining at Monthairons. The hospitals were later concentrated at Vaux, with the hospital for the sick at Ambly.

On Oct. 8, the train was relieved by the Sanitary Train of the 79th Division and started over the road for Caserne Bevaux, near Verdun.

In this sector the 104th Ambulance Company was the first unit of the train to go in. It established a dressing station near Samogneaux. Two of the field hospitals began to operate in Bevaux Barracks and one in Bras. On Oct. 15, because of intense shell fire it was found impossible for the 104th Field Hospital to operate at Bras and it was ordered back to Bevaux.

From then until the armistice all members of the train were continuously under fire. The wounded came in in a steady stream, requiring long hours of duty on the part of the personnel, which also suffered heavily from casualties and carried on only with the greatest difficulty.

The train spent 208 days in the line and suffered total casualties of 155. Twelve Massachusetts men, members of the organization, died.

The commanding officers of the train were: Lieutenant Colonel James L. Bevans, M.C.; Major Paul Waterman, M.C.; Major William Denton, M.C.; Major Owen H. Kenan, M.C. (acting); Lieutenant Colonel Fred E. Jones, M.C.

26TH MILITARY POLICE COMPANY

Formerly B Company, 101st M.P.

Company B, 101st Military Police, was organized Aug. 29, 1917, at Camp Devens and placed under command of Captain M. J. Dee, of Concord, Mass., formerly of Company I, 6th Regiment, Massachusetts Infantry.

The enlisted personnel of 150 men, all from the 6th Regiment, was chosen from companies B and D of Fitchburg; H of Stoneham; I of Concord; K of Lowell; and M of Milford.

On Sept. 4, 1917, the company was transferred to Camp Bartlett, Westfield, where the 52d Brigade, 26th Division, was being assembled.

On Sept. 21 the Provost Marshal, 26th Division, was informed that the company which had been undergoing intensive training in its special work, was fully equipped and ready to assume its duties as Military Police of the division, and from that date until Oct. 7, it was on duty in Camp Bartlett and in the neighboring towns and cities.

The company left Camp Bartlett Oct. 8 for Hoboken and overseas, embarking on the S. S. *Baltic* and the next day sailed for Halifax, to join the convoy.

Liverpool was reached Oct. 23 and Le Havre *via* Southampton four days later. Thence the company proceeded to Neufchâteau and was billeted in Rousseaux. From Nov. 5 the company covered the area comprising Neufchâteau and surrounding villages. This work in regulating and controlling traffic was the first actual experience of the company in duties of this character, and was a taste of the difficult problems which were to arise

later when the men were called upon to handle the congested traffic when troops, supplies, and ammunition were being assembled for an offensive.

In addition to traffic work the company was required to preserve order and discipline in the city. In connection with the police work, a jail was maintained in the House of Correction at Neufchâteau.

The company continued to perform military police duty in this area until Jan. 3, 1918, when it was relieved by Company A, 101st Military Police. After a month's lay off from police duty, during which drills, lectures, and training were taken up, the company again took over the police work in Neufchâteau.

On Feb. 18, one officer, four non-commissioned officers, and 26 privates were detached from the company and with Company A, 101st Military Police, started for the Soissons front. The remainder of the company moved to the Rimacourt Area Feb. 21 and was employed in preparing this area for occupation by the division on its return from the front lines.

On April 1, the company was transferred to Boucq, in the Toul Sector, where headquarters were established. Forward circulation control posts were established and details were sent to police the larger municipalities in the area.

On June 19, in anticipation of a suspected intention of shelling Boucq by the enemy, the company was transferred to Trondes, where it remained until relieved by the Military Police of the 82d Division, June 28. The company moved to Dommartin, adjoining Toul, remaining there until July 1, doing police duty in and about Toul.

The company was next transferred to Montreuil-aux-Lions, where headquarters were established and preparations made to relieve the military police of the 2d Division. The relief was accomplished by the evening of July 6. At this time the company had posts at Montreuil, Coupru, Dompnin, Mt. de Bonneil, la Ferme Paris, la Voie du Châtel, Ventelet Ferme, Villiers, les Aulnois Bontemps, la Loge Ferme, le Thiolet, Charly, Citry, Marigny and la Maison Blanche. Practically all of these posts were under enemy artillery fire.

Daniel J. Hayes was the first man of the company wounded. He was hit by a shell fragment at the cross roads at Paris Farm, July 13. With the advance of the division, July 18, the military police posts were moved forward. On July 25, the company moved forward to La Sacerie Farm, where it was relieved by the military police of the 42d Division, July 27. Its work during this advance, handling traffic and preventing straggling, deserved and received praise.

When relieved, the company went to Etrepilly, and July 30 to Nanteuil-sur-Marne, where it remained until Aug. 14, when it was transferred to the Châtillon Area. Headquarters were established at St. Colombe. This area was covered until Aug. 29.

The decision to employ the 26th Division in the St. Mihiel Offensive caused a transfer of the military police company, and after several days of movement it arrived at Génicourt, where it took over the police work in the rear of the division sector.

In spite of the heavy traffic caused by the massing of troops and supplies for the attack, the company kept the roads open. As a result, the division was in place ready for the opening gun of the preparatory bombardment. During the advance of the division, many members of the company were called upon to guard prisoners. On Sept. 12 and 13 nearly 2300 prisoners of war were cared for.

On Sept. 15, headquarters were established at Troyon. Thence the company moved to Lempire upon being relieved by the military police of the 79th Division Oct. 6, and on Oct. 17 moved to Bras, north of Verdun.

While in this sector, Oct. 29, due to reorganization of military police in the A.E.F.,

officers and men of Company B and 47 men from Company A, 101st Military Police, became the 26th Military Police Company. On Nov. 14, having been relieved by military police of the 79th Division, the command marched to Montigny-le-Roi. The distance was a little over one hundred miles. The company took over the police work in the divisional area. Jan. 22, 1919, orders were received to proceed to Ecommoy, American Embarkation Center. In recognition of the faithful and efficient service the company was cited in General Order No. 19, Hq. 26th Division, A.E.F., dated March 8, 1919.

51ST DEPOT BRIGADE, 26TH DIVISION

General Edwards, commanding the 26th Division, on Aug. 30, 1917, in accordance with instructions from the War Department dated Aug. 13, designating Brig.-Gen. E. Leroy Sweetser, formerly in command of the 2d Infantry Brigade, Massachusetts National Guard, to command of the Depot Brigade, 26th Division, made known the composition of the brigade as follows :

1st Regt. N. H. Infantry, N.G.
1st Regt. Vt. Infantry, N.G.
5th Regt. Mass. Infantry, N.G.
6th Regt. Mass. Infantry, N.G.
8th Regt. Mass. Infantry, N.G.

1st Regt. Conn. Infantry, N.G.
1st Regt. Me. Field Artillery (heavy)
Co. B Conn. Signal Corps, N.G.
Co. B N. H. Signal Corps, N.G.

and all other officers and enlisted men of the National Guard of the New England states in active service, exclusive of those belonging to or on duty with the coast artillery or assigned to duty with the active organizations of the 26th Division.

The strength of the brigade at organization was about 3900 officers and men.

When the various regiments of the 26th Division were brought to strength by transfers from the above-mentioned regiments, the regimental organizations were left intact. It was the expectation in the first days of the organization of the Depot Brigade that the organizations assigned to it would be brought to strength and used as replacements for the division in the field. This, however, was not the intention of the War Department.

The 5th Infantry, M.N.G., acted as Depot regiment after removing to Camp M'Ginnis from Camp Darling after the departure of the 101st Infantry. By Nov. 20 the strength of the regiment from recruiting and receipt of casualties from Boston and vicinity had increased to 800 men.

Among the "other officers and enlisted men" of the National Guard were the two complete companies formerly attached to regiments in the National Guard of the states of Massachusetts and Connecticut, composed of colored men. These had been designated as the "First Separate Company, Mass. Infantry" and "First Separate Company, Conn. Infantry," preparatory to their eventual assignment to a division to be composed entirely of colored troops. On Nov. 27 these two companies were organized as a battalion, under command of Captain J. H. Pryor, 1st Mass. Separate Company.

With the formation of the 93d Division, the "Provisional Battalion, colored" was transferred to that division. On Dec. 10 Captain Pryor was relieved of command of the battalion and the two companies proceeded to Camp Stuart, Newport News, arriving there on the 11th.

The regiments assigned to the brigade were but skeleton organizations. With a few exceptions the units of the brigade were brought together at Framingham after the departure of the 26th Division. On Nov. 10 the general commanding the Northeastern Department received instructions to transfer the Depot Brigade to Camp Greene, as soon as transportation was available. Headquarters closed at Framingham Nov. 20, and opened at Camp Greene Nov. 21, 1917. At this time all enlisted men of the 26th Division, not definitely transferred to the Depot Brigade and not under sentence of court martial, were ordered sent to the port of embarkation, Newport News.

The 1st N. H. Infantry was designated, Nov. 5, as Army Headquarters Regiment, and instructions were given to organize it as a pioneer regiment of infantry. Instructions set forth that a fair knowledge of the French language and prior service in a city

police force were essential qualifications, and that the regiment would be organized so far as possible by transfer to it of men with these qualifications.

The other infantry regiments were organized as pioneer troops.

The two signal companies were transferred to the 326th Field Signal Battalion.

An Officers School was established Dec. 9, and also a Training School for enlisted men, to operate from Dec. 10 to Jan. 7, and from Jan. 14 to Feb. 11, 1918.

The brigade was broken up in January, 1918. Gen. Sweetser was given command of the 39th Infantry Brigade, 20th Division.

The final assignments of the various organizations which had formed the brigade were as follows:

- 5th Mass. Inf. as 3d Pioneers ¹ Inf., P.D.C.A. troops.
- 6th Mass. Inf. as 4th Pioneers ¹ Inf., P.D.C.A. troops.
- 8th Mass. Inf. as 5th Pioneers ¹ Inf., P.D.C.A. troops.
- 1st Me. F.A. as 56th Pioneers Inf., P.D.C.A. troops.
- 1st Vt. Inf. as 57th Pioneers Inf., P.D.C.A. troops.
- 1st Conn. Inf. as 58th Pioneers Inf., P.D.C.A. troops.
- 1st N. H. Inf. as 1st Army Hdq. Rgt.
- Co. A Conn. Signal Corps to 326th Field Signal Bn.
- Co. B N. H. Signal Corps to 326th Field Signal Bn.
- 1st Separate Co., Mass. Inf. to 372d ¹ Inf., 93d Div.
- 1st Separate Co., Conn. Inf. to 372d Inf., 93d Div.

3D PIONEER INFANTRY

(5th Massachusetts Infantry, N.G.)

On Feb. 11, 1918, Colonel Willis W. Stover, commanding the 5th Mass. Infantry, issued G.O. No. 8, 1918, stating that pursuant to orders dated Feb. 6 and received by Commanding General, Corps and Army Troops, at Camp Wadsworth, S. C., the regiment would be reorganized as a regiment of pioneer infantry and would be designated as the 3d Regiment, Pioneer Infantry, Corps Troops, effective at midnight, Feb. 11-12, 1918. The War Department ordered that the regiment should also carry the old designation, and when the regimental colors were received the words "Fifth Massachusetts Infantry" appeared in a scroll under the new designation. All officers and men were transferred to the new regiment, and the personnel of the machine gun company mostly transferred to Headquarters company. The attached sanitary troops were transferred to the medical detachment of the new regiment, and all other enlisted men were transferred to corresponding company or unit in the new regiment, without loss of grade or number.

The regiment moved from Camp Greene Feb. 18, to Camp Wadsworth, Provisional Depot for Corps and Army Troops, and where all pioneer troops were concentrated for training while awaiting transportation overseas. In May the regiment was selected for overseas service, and it was made known that the regiment would receive men from the draft. Major Orville C. Whitney and certain other officers were detached to organize the 2d Anti-Aircraft Machine Gun Battalion.

In June, 1918, when the 1st and 2d Pioneers left for overseas, the strength of the camp was 1343 officers and 19,937 men, including 11 officers and 369 men, casualties of the

¹ For further history see under these organizations. Deaths of Massachusetts men in all pioneer infantry regiments were as follows: 1st, 1; 2d, 1; 3d, 3; 4th, 10; 5th, 2; 51st, 1; 53d, 2; 56th, 1; 57th, 2; 59th, 1; 802d, 1; 807th, 6.

27th Division and some drafted men attached to the 2d Anti-Aircraft Machine Gun Battalion.

The enlisted strength of the regiment at the time of organization as a pioneer regiment was 32 officers, 556 men. Thus nearly 3000 men were needed to bring the regiment to strength. In spite of this, transfers were repeatedly made to other organizations, to the 4th Anti-Aircraft Machine Gun Battalion, to the 60th, 61st, and 62d Pioneer Infantry, which in return furnished men for the 3d. The organization of the regiment remained intact so far as the personnel in important grades were concerned. Throughout the year to July, the regiment remained at a low strength, but in August large increments of men were received from the 59th and the 4th regiments, especially from the latter, which transferred almost complete companies. These men were largely from Minnesota. Notwithstanding this the majority of the men who served in the regiment during its world war service were from Massachusetts and the colors were returned to the governor of that state.¹

Orders were received Aug. 17 to prepare for embarkation overseas from Newport News. The regiment at that time had on its rolls about 500 men from Massachusetts, 2600 from Minnesota, and about 200 from the Carolinas and other states. The regiment sailed on two transports, which were boarded Aug. 29. Regimental headquarters sailed on the *Tenadores*, arriving at Brest Sept. 12, 1918, and proceeded at once via *La Ferté-sur-Amance* to Souilly, where headquarters were established on Sept. 21. On arrival in France the strength of the regiment was 98 officers and 3285 men. From that time to April 24, 1919, the regiment was stationed in the Department of the Meuse.

At Souilly the regiment was assigned to duty with G-4. Its task was the establishment and maintenance of emergency ammunition dumps as close to the front as possible, with relay dumps at points leading back to the rear. The First American Army was supported by 1009 heavy French guns, belonging to the Second French Army, and the 3d Pioneers were charged with the ammunition supply of these guns in addition to the management of the emergency dumps. Hence the regiment, during the next seven weeks, received orders from both the 1st American Army and from the 2d French Army.

Up to this time there had been no problem on the Western Front as to the supply of ammunition to a mobile army. Through the years of trench warfare it had been practicable to establish permanent ammunition parks near the lines, and the handling of the ammunition had been performed by men too old for service, Chinamen, and negroes from Africa. The new situation called for movable dumps, manned by men who would stick to their job under fire. The French officers were greatly interested in the work of the 3d Pioneer Infantry in this line, and highly praised the rapidity with which even the heaviest of shells were pushed to the front. One French officer stated that it was the first time in the war that his battery was never silent for want of ammunition.

This work was performed to the entire satisfaction of the Chief of Ordnance up to the day of the Armistice. As the American line advanced it became more difficult to keep up with the front line, but the 3d Pioneers managed to do it, so that when the last gun was fired the dumps were close behind. All this was regulated from the regimental headquarters at Rampont, through the battalion and company commanders.

On Dec. 9, the Chief of Ordnance obtained the permanent detail of the regiment for duty in blowing up the German ammunition and dumps in the Meuse-Argonne area. The regiment remained on the old battle area through the winter and up to April 20, 1919, engaged in this work. It destroyed over a thousand freight car loads of ammunition of all calibers up to 14 inches, including gas shells, without a single casualty.

¹ Statement of Col. W. W. Stover who furnished part of the information upon which this sketch is based.

On April 20, 1919, the regiment was detailed to the Director General of Railroads as the railroad police regiment of the American Expeditionary Force. The regimental headquarters were established at St. Pierre des Corps, just outside of Tours, and from this point the organization was administered and its duties regulated for the next three months, although the units were widely scattered, being in four different countries, France, Germany, Belgium, and Holland, from the Rhine and the Hook of Holland on the north to Marseilles in the south, and detachments at all the important railroad centers in between.

Every railroad train carrying American supplies was guarded in the freight yards from the time it was loaded, and when it moved was provided with an armed guard charged with the duty of preventing the wholesale thefts which had assumed serious proportions prior to the establishment of a railroad police by the detail of the 3d Pioneers. The loss from these thefts had amounted to over a million dollars a month, but after the 3d Pioneers was detailed to this duty there were no further losses. The 3d Battalion, stationed at and around Coblenz, furnished guards for the important railheads and depots from which the Army of Occupation was supplied, and every beef barge that sailed up and down the Rhine between the Hook of Holland and Coblenz, carried a detachment of the railroad police for its protection.

This duty was performed until the railroads were turned over to the French in July, 1919. During these three months, a large proportion of the regiment was traveling all over the area above mentioned, in small detachments, under command of non-commissioned officers, yet not a single report was received at headquarters of misconduct on the part of any man while on this duty.

Late in June Colonel Stover was informed that the regiment would be gradually withdrawn from their duty on the railroads and would be assembled for its return to the United States in a body. He learned that it was the intention of the War Department to have the organization disembark in Boston, and proceed to Camp Devens to be mustered out of the service. The detachments were gradually assembled during the last week in June and the first week in July, at first at Pont Rousseau, a suburb of Nantes, and later at Montoir, near St. Nazaire.

On July 11 the regiment, less Companies L and M, and a number of officers who could not be accommodated, embarked on the U. S. Transport *Mexican* and sailed from St. Nazaire. When nearing the American coast orders by wireless diverted the port of arrival from Boston to Hoboken, where the regiment disembarked on July 24. Co. L sailed on the *Callao* the same day, July 11, and was disbanded at Camp Upton, July 31. The remainder of the organization sailed on a smaller transport later in the day. These companies and officers were sent to Newport News, probably because the majority of the men aboard were destined for the south.

After a short stay at Camp Dix, Colonel Stover and staff, together with the company commanders, were sent by rail to Camp Dodge, near Des Moines, Ia., where the Minnesota contingent was demobilized, the men from the east and south having been detached at Camp Dix. Having completed their duty at Camp Dodge, Colonel Stover and his officers proceeded to Camp Devens and were mustered out Aug. 5, 1919, thus terminating the existence of the Third Pioneer Infantry as a war organization.

It is an interesting fact that, except for the organizations of the Regular Army left as an Army of Occupation at Coblenz, the 3d Pioneer Infantry was the last regiment of the American Expeditionary Force to leave France as a regiment.

4TH PIONEER INFANTRY

(6th Massachusetts Infantry, N.G.)

On Feb. 10, 1918, the 6th Massachusetts Regiment was at Camp Greene, and on that date was redesignated as the 4th Pioneer Regiment, Infantry, and ordered to Camp Wadsworth, Feb. 20. At that time the strength of the regiment was 293 men. Lt.-Col. Herbert W. Damon was in command. Col. Herbert B. Perkins took the command April 16, 1918. The regiment had much the same experience in building up its strength as the 3d Pioneers, but after giving that regiment the greater part of its personnel in August, it was immediately filled up by transfers from other pioneer regiments at Camp Wadsworth and on Sept. 17, less the 3d battalion, which followed the succeeding day, moved to Camp Stuart and embarked the 23d at Newport News. The strength of the regiment was 99 officers and 3425 men.

On arrival at St. Nazaire Oct. 6, the regiment was ordered to Le Mans and absorbed into the Depot Division through a conflict in orders. The personnel of the regiment was used as replacements during the Meuse-Argonne battle. Headquarters remained at St. Nazaire from Oct. 6 to 28, attached to the 83d Division.

5TH PIONEER INFANTRY

(Formerly 8th Massachusetts Infantry)

This regiment was commanded by Colonel William H. Perry, until his discharge Dec. 11, 1918, when Major Albert C. Bickman took command. The regiment was never brought to strength. It was moved to Camp Wadsworth from Camp Greene, Feb. 17, 1918. In July men were received from the increment of the draft from Philadelphia and the state of Minnesota. Late in August preparations were made for departure overseas, but the organization was depleted by transfers. By Dec. 16 the regiment was so depleted that company and battalion messes were discontinued. The regiment was still in camp at Wadsworth on Feb. 10, 1919. The 8th Regt. M.N.G. was drafted into United States service Aug. 5, 1917.

COMPANY L, 372D INFANTRY, 93D DIVISION

Company L, 6th Massachusetts Volunteer Militia, prior to the change in name to the National Guard, has had an interesting history. This company was organized Sept. 10, 1863, as the "Unattached Company," Massachusetts Infantry. It became the 14th Unattached Company, March 27, 1865, and A Company, 2d Battalion of Infantry, Aug. 20, 1866, which designation it held until July 6, 1876, when the battalion was disbanded. Again organized June 1, 1877, it was known as the Unattached Company, Infantry, 1st Brigade, and on March 12, 1878, became L Company of 6th Infantry. During the Spanish-American War the company served with the 6th Infantry in Porto Rico, having active service in that war from May 6, 1898, to Jan. 21, 1899.

The company was called out March 30, 1917, and was detached from the 6th Infantry Nov. 30, 1917, designated the 1st Separate Company, and sent to Camp Stuart, Va., where the 93d Division was to be organized.

The 93d Division was organized as two infantry brigades, the 185th Brigade, composed of the 369th (formerly the 15th N. Y. National Guard) and 370th Infantry (formerly the 8th Illinois National Guard), and the 186th Brigade, composed of the 371st Infantry formed wholly of drafted men, and the 372d Infantry. These regiments on arrival in France were attached to French divisions. During the period when the

other regiments of the division were engaged in the Champagne the 370th Infantry was attached to the 59th (French) Division northeast of Soissons, and forced a crossing of the Ailette River, Oct. 12. The 372d Infantry was built up from colored National Guard units called into the Federal service, and before going overseas received picked men from the draft to bring the regiment to full strength.

The First battalion, Companies A, B, C, and D, was originally the 1st Separate Battalion, District of Columbia. The Second battalion, Companies E, F, G, and H, was formed from Companies A, B, C, and D of the 9th Separate Battalion, Ohio Infantry. The Third battalion was composed of Company I (1st Separate Company, Maryland Infantry), Company K (1st Separate Company, Tennessee Infantry), Company L (1st Separate Company, Massachusetts Infantry, formerly Company L, 6th Infantry, Massachusetts N. G.), and Company M (1st Separate Company, Connecticut Infantry). About 150 men in Company L were received from the 1st Separate Company, Massachusetts Infantry.

The 372d Infantry sailed from Newport News, Va., March 30, 1918, on the *Susquehanna*, reached St. Nazaire April 13, and moved from St. Nazaire April 22 to Conde-en-Baurrois for training. The regiment entered the "sub-sector Argonne west," a quiet sector, May 27, for front-line training. The trenches extending from Confluent were occupied on June 4. The first enemy raid occurred June 19. The regiment was relieved June 27, and proceeded to the Vauquois Sector. Colonel Herschel Tupes now took command, with resulting improvement of morale hitherto impaired by mutual jealousies between white and colored officers.

On July 18, the regiment moved to Sivry-la-Perche, eight miles from Verdun, thence on the 26th to sub-sector 304, an unoccupied sector west of Verdun, the lines running north of Montzéville and Vigneville, facing Béthincourt. This was an area where activities were confined to the artillery and occasional patrols. Failure to bring about proper coöperation between the mixed-officer personnel finally led to transfer of the colored officers and replacement by white officers, a move bitterly resented by the rank and file.

The regiment was relieved by the 129th Infantry, 33d Division, Sept. 8, and moved to the Bois de Brocourt, south of Hill 310, and the Bois de St. Pierre, whence after a few days a move was made by stages to Hans, in the rear of the sector, where the 157th (French) Division, to which the 371st and 372d infantry were attached, was to attack in the Champagne upon the opening of the great offensive.

On Sept. 27-28 the regiment in conjunction with the 371st Infantry entered the lines, relieving the 369th Infantry and Moroccan troops, who had opened the battle the preceding day and had captured Ripont. The 369th was attached to the 161st (French) Division.

At 9.30 o'clock, Sept. 28, the 3d Battalion was ordered to attack on the right of and abreast of the 371st Infantry. The enemy, strongly intrenched on the Crete-des-Observatoires, north of Fontaine-en-Dormois, offered stubborn resistance which continued through the afternoon, but this position was finally taken. The 372d suffered its heaviest losses while attacking the strong point at Bussy Farm.

With depleted ranks the 3d Battalion took position, during the night of Sept. 28, in the trenches south of Bussy Farm. At dawn of the 29th the 1st Battalion also took position south of Bussy Farm and at 10 o'clock was ordered to attack. Its axis of march was towards Moulin L'Avegrne, then toward the western outskirts of Challerange, with the 3d Battalion following at a distance of 500 meters. The mission of these battal-

ions was to protect the right flank of the 157th (French) Division, as well as drive the enemy from his positions. Owing to severe losses and to the fact that no elements of the 161st (French) Division, on the right, had advanced, it became necessary for the 1st Battalion to attack the enemy in the vicinity of Séchault. Here strong enemy resistance was met and the various units became intermingled. That night the 1st and 3d Battalions were withdrawn to a position south of Bussy Farm for reorganization into a Provisional Battalion. The following day, Sept. 30, the 2d Battalion moved forward and occupied a plateau 250 meters south of Bussy Farm, and on the morning of Oct. 1 moved forward *via* Arduel (another strong point taken Sept. 30 by the 371st Infantry) to Trières Farm (two kilometers south of Monthois), relieving a battalion of the 371st Infantry. Later the Provisional Battalion moved forward and took position north of Séchault. This village had been several times taken and lost during the day. The 2d Battalion, flanked on the right and left by a battalion of the 333d (French) Infantry, was ordered to intrench and organize the position. On Oct. 3, just before noon, the 120th (Moroccan), the 157th and 161st (French) Divisions attacked simultaneously on the front of the 9th (French) Army Corps. Some progress was made and the new position was organized immediately.

At dawn Oct. 4, the enemy, taking advantage of a heavy fog and supported by artillery, made a determined counter-attack on the 2d Battalion of the 372d Infantry and the 333d (French) Infantry but was repulsed, losing fifty-five prisoners and six machine guns. The enemy obtained no prisoners. The 372d and the 371st Infantry were relieved at a point a few hundred yards south of Monthois on the night of Oct. 6-7 by the 70th (French) Infantry and proceeded Oct. 8 to Somme-Bionne.

The losses sustained by the 372d from Sept. 27 to Oct. 7 were: killed, 7 officers, 74 enlisted men; wounded, 32 officers, 435 enlisted men; died of wounds after evacuation, 3 officers. In recognition of their efforts, Col. Quillet, commanding the 157th (French) Division, recommended the citation of the regiment in Army Orders for "finest qualities of bravery and daring." A monument commemorative of the 372d Infantry has been erected at Monthois.

On Oct. 11 the 372d Infantry entrained at Valmy for Alsace, relieving (night of Oct. 16) the 70th (French) Infantry in sub-sector B, and took up positions at Ban-de-Laveline (about seven miles from St. Dié), Coute Morel, Croix-le-Petite, and Beuley. Contact with the enemy was obtained in front of the three last-named places.

Operations were undertaken against Hill 607, which dominated the entire center of resistance of Coute Morel, and were continued until the cessation of hostilities, Nov. 11.

On the night of Nov. 10 a patrol from the 2d Battalion, occupying Coute Morel, consisting of one officer and twenty-three men, was surrounded after penetrating to a depth of two kilometers into the enemy lines. The officer and one man were killed. One man escaped and brought back news of the capture of the remainder, which had been effected by the strategy of one of the German prisoners taken by the patrol earlier.

The men of the 372d compared favorably with the French troops with whom they served, but the lack of training and the difficulties arising from the differences in language, especially in the matter of written orders, proved a serious handicap to bringing out the best efforts of the regiment.¹

On Nov. 16 the regiment moved from this sector, and until embarkation for home was quartered at Granges-sur-Vologne until removal to Le Mans, Jan. 1-3. Before sailing from Brest, Feb. 3, 1919, on the *Leviathan*, the regimental colors were decorated

¹ For many interesting details see "With the Red Hand in France," by Monroe Mason and Arthur Furr, 1921.

with the Croix de Guerre, Jan. 27. New York was reached Feb. 11, and the regiment proceeded to Camp Upton, where it was broken up and the men returned to their homes. Nine Massachusetts men died while serving with this regiment. The total losses of the regiment were 91 killed in action, 458 wounded, 144 gas casualties.

The station list of Company L while in France follows:

Condé-en-Baugeois	April 23-May 26, 1918
Belfontaine	May 26-June 4, 1918
Sector Argon West, Nouveau Cottage	June 5-29, 1918
Vauquois	July 2-12, 1918
Camp Normandie	July 17-Aug. 5, 1918
Verdun Sector	Aug. 5-Sept. 7, 1918
Hans	Sept. 25-26, 1918
Champagne Sector	Sept. 28-Oct. 6, 1918
Vosges	Oct. 15-Nov. 15, 1918
Granges	Nov. 17-Jan. 1, 1919

After demobilization Feb. 27, 1919, Company L reenlisted June 20, 1919, as Company L, 6th Infantry, Massachusetts Volunteer Militia. It was disbanded July 12, 1920, and reorganized as the 2d Separate Battalion, Massachusetts National Guard, Nov. 9, 1920; received Federal recognition March 15, 1922, and became the 3d Battalion, 372d Infantry, Massachusetts National Guard, Jan. 1, 1925, with headquarters in Boston.

SIGNAL COMMUNICATION

Lt.-Col. Harry G. Chase, Signal Corps¹

The development of signal communication by the American Army during the World War may be divided into two general classes: first, the invention and development of apparatus, which was confined almost entirely to the United States; and, secondly, the development, installation, and operation of signal communication systems in the Zone of Supply, the Intermediate Zone, and the Zone of Advance.

All signal troops, including those that had previous training in the Old Army and the Old National Guard, were confronted with a great problem on their arrival in France. Speaking only of their technical training they were more or less prepared in fundamental matters like telephony and telegraphy. Their previous knowledge had to be applied under entirely new conditions about which only meager information had been received in the United States. In addition they were confronted with the need for intensive instruction in the intricate systems that had been developed as a result of the stabilization of warfare on the Western Front.

Although our signalers understood telephony over permanent and temporary lines, the use of the telegraph, the use of certain flag and light signals, and the use of the then supplied radio sets, they had had no instruction in these additional means of transmitting information, namely: the French lamp; the ground telegraph; the Fuller phone; radio goniometry; panels; dropped messages; communication between airplanes and the ground; pigeons; dogs; runners; and fireworks. All of the above methods, joined to the use of the telegraph, the telephone, and the radio, had been intensively developed by the British and the French.

The immediate concern of our signalers was to acquaint themselves with all these methods, some of the descriptions of which were in a foreign language.

Nothing in the writer's opinion better illustrates the intelligence and far-sightedness with which our General Staff worked than the oral order which was promulgated in

¹ Lt.-Col. Chase died March 5, 1931. He was State Quartermaster, M. N. G.

November, 1917, namely: "Learn everything you can from your British and French allies. At the same time develop a system of signal communications which will be useful in the so-called War of Movement because if this war is to be won it will be won on the surface of the ground and not underneath it."

The system of signals developed by the A. E. F. was divided into two general classes: first, those which had to do with the handling of troops in battle; and, secondly, telegraph, telephone and radio systems, which might be classified under the heading of permanent installations. In addition to all of the above the Signal Corps was concerned with the establishment of meteorological stations from which the Air Service could be given information about the weather.

From Corps down installations were the responsibility of the so-called Field Signal Battalions. From Corps up the installations were the responsibility of the telegraph and telephone battalions and certain other agencies which were under the control of the higher echelons.

A distinctive contribution of maximum importance which was made by the American Army was that of the so-called "Message Center." Before the invention of the Message Center the coordination of the signal systems within a Division was more or less a matter of chance. The establishment of the Rear, Intermediate, and Forward Message Center on the axis of liaison furnished definite centers known to all, at which information could be received and from which it could be sent. The message center has since become a standardized part of our tactics.

There follow brief descriptions of the four battalions which properly may be designated Massachusetts battalions inasmuch as a major part of their personnel was made up of Massachusetts men.

101ST FIELD SIGNAL BATTALION

This battalion was organized as the 2d Brigade of Massachusetts Volunteer Militia in July, 1879.

In June, 1905, it became the Signal Corps and so continued until on May 10, 1916, it was organized as the First Signal Battalion. In May, 1917, its designation was changed to the First Battalion Massachusetts Signal Corps and on May 29, 1917, it became the First Field Signal Battalion. On its induction into the service on July 25, 1915, its designation was again changed and it became the 101st Field Signal Battalion, 26th Division.

The battalion sailed under the command of Major Harry G. Chase on Sept. 20 for foreign service, arriving at St. Nazaire, France, Oct. 6.

This battalion was highly trained and saw service on the Mexican Border from June to November, 1916. On its arrival in France it was immediately called upon to furnish all sorts of details, both of officers and men. In November, 1917, it furnished two officers to act as Battalion Signal Officers with the First Division, when units of this division went into the line for the first time.

During the battalion's service in France it had six commanding officers. Major Chase was succeeded by Major Allbright, who was succeeded by Major Wamsley, who was followed by Major Evans; then the Battalion was commanded by Major La Crosse and finally commanded by Major Crafts, who brought it home.

The constant change in commanding officers, whatever the reasons may have been, was unfortunate and had a depressing effect on the morale of the battalion.

The combat service of this battalion was that credited to the units of the

26th Division. After the Armistice the battalion continued its training and did salvage work.

On April 6, 1919, the battalion sailed from Brest and arrived in Boston April 18, and was demobilized April 29.

301ST FIELD SIGNAL BATTALION

This battalion was recruited early in 1917 as a reserve battalion. Company "A" was recruited at Harvard University, Company "B" at Dartmouth College, and Company "C" was composed of picked men from the New England Telephone and Telegraph Company, the Southern New England Telephone Company, and the Bangor Telephone Company.

The designation of the battalion was later changed to the 2d Signal Battalion Reserve and after the declaration of war to the 301st Field Signal Battalion.

The battalion reported for active duty at Camp Devens Oct. 5, 1917, under the command of Capt. John J. Fanning. Capt. Fanning received his training in the 101st Field Signal Battalion. On Jan. 17, 1918, Capt. Fanning was promoted to major.

The organization trained at Camp Devens until leaving for overseas service July 10. The battalion landed at Cardiff, Wales, July 31, and left Southampton for Cherbourg, France, Aug. 2, reporting Aug. 6 to the Commanding General of the 76th Division at St. Amand-Montrand. On Aug. 29 it moved to Langres. On Sept. 23 the battalion reported to the 6th Army Corps for front-line service, and from Sept. 28 to the Armistice was continually in the front line.

From the Armistice until April 20, 1919, the battalion served in France and Germany, and on May 1, 1919, sailed from Brest, arriving in Boston May 27.

Major John J. Fanning commanded the battalion throughout its entire service. The battalion received a highly commendatory letter from Headquarters, 6th Army Corps, expressing appreciation of its work in the line.

317TH FIELD SIGNAL BATTALION

This battalion was organized as the 12th Field Signal Battalion, Reserve, and received its training in signaling at Harvard University during the summer and fall of 1917, and was ordered to active duty at Camp Devens, Nov. 1, 1917, and redesignated the 317th Field Signal Battalion.

The battalion was commanded at Camp Devens by Capt. John A. Murphy, U. S. A., who was succeeded by Capt. Luther R. Rose, later promoted major.

The battalion sailed from Hoboken July 9, and arrived at Brest, France, July 18. After a period of intensive training, July 27 to Aug. 21, the battalion was assigned to the 5th Army Corps, and took part in the St. Mihiel Offensive.

On Sept. 18 men from the battalion with details from the 5th Telegraph Battalion installed and operated a telegraph plant at the command post of the 5th Corps. On Oct. 1 the battalion was moved up to Verrières Ferme with Corps Headquarters, and during the following month, with another corps battalion, constructed the telephone system from Corps Headquarters to Ville-sur-Cousance.

The battalion received citations for their work in the St. Mihiel and Meuse Argonne Offensives.

In addition to battalion citations, five officers and sixteen men received individual citations. The battalion served as corps troops during its active period in France.

Following the Armistice the battalion was transferred, Nov. 28, to 9th Corps Head-

quarters at St. Mihiel where they remained until March 18, 1919, on which date it moved to Nogent-en-Bassigny and remained there until May 14. The battalion sailed from Marseilles May 23, arrived at Camp Mills June 6, and at Camp Devens June 10, where it was disbanded June 17, 1919.

The Battalion was adopted by the Senate of the Commonwealth of Massachusetts, and by that body, through Gov. Samuel W. McCall, presented with its colors which on June 12, 1919, were returned to the Senate with impressive ceremonies. They now repose in a niche in the Senate Chamber.

401ST TELEGRAPH BATTALION

Too much praise cannot be given to troops of this type; theirs was the drudgery of attempting to accomplish stupendous tasks which could not be accomplished, and this without the stimuli that were a part of the actual battle.

The officers and men of this battalion were soldiers in everything but name before they were brought into the service, recruited as they were from the New England Telephone and Telegraph Company. It was a matter of course in their vocation that orders received instantaneous and unhesitating obedience. They knew the meaning of responsibility, dependability, loyalty, and resourcefulness, because these qualities were daily developed as a matter of course in their civil occupation.

The battalion was organized in April, 1917, as the 5th Reserve Telegraph Battalion and mustered about 215 officers and men. It was called into active service Oct. 14, 1917, reporting at Camp Devens. At this time its designation was changed to that of the 401st Telegraph Battalion.

During its stay at Camp Devens it went through a course of training designed to supplement the technical knowledge and experience that it brought into the service. Five of its officers, namely: Capt. A. W. Abbott, 1st. Lt. R. W. Sherwin, Capt. E. M. Stannard, J. J. Dolan and R. H. Keller had been in attendance at the Signal School at Camp Alfred Vail during the summer.

The battalion sailed from Hoboken, March 12, 1918, and landed at Brest, March 20. From this time until August it perfected its organization and did the work for which battalions of this sort were organized. In August it was assigned to Headquarters, First Army, and continued with the First Army until the Armistice, maintaining lines of communication from Army Headquarters down to the various corps located at the front and on the flanks. It also assisted in maintaining communication to the rear.

Between the time of the Armistice and the return to the United States, the battalion was utilized for salvaging the tremendous system that had been built up in France by the Signal Corps.

The battalion sailed for the United States May 12, arrived in Brooklyn May 23, and was mustered out of service on June 3, 1919.

As a result of the battalion's work while attached to the First Army it received official letters of high commendation from the Chief Signal Officer of the First Army.

The battalion was organized by Major George K. Manson. Major Manson could not be spared from the work of the Telephone Company and was relieved before the battalion went into active service. Major Lewis Abbott commanded thereafter.

MASSACHUSETTS NAVAL MILITIA

This branch of the Massachusetts Volunteer Militia dates from March 18, 1890, when under authority granted by Chapter 366, Acts of 1888, companies A, B, C, D were organized. Upon the formation of four additional companies, E, F, G, H, the Naval Battalion became the Naval Brigade, Feb. 23, 1893. Companies I, K, L, M were organized May 18, 1898 as the Massachusetts Naval Brigade. This force was the first of its kind to be established in the United States and was the conception of the late Commander John Codman Soley, who was enthusiastically seconded by the late Hon. John W. Weeks, both graduates of Annapolis, who had resigned their commissions in the Navy and had entered business in Boston. The nucleus of the naval brigade was a group of members of the old Dorchester Yacht Club, of which Commander Soley was commodore. Commander Soley¹ was succeeded in command by Commander Weeks, later promoted Captain.

During the Spanish-American War the force was called into Federal service and, commanded by Captain Weeks, performed satisfactory service.² Capt. Weeks was appointed Assistant to Chief, Auxiliary Navy. During the war, four additional divisions were organized, and of these the 10th Division entered United States Service. The personnel of the force was distributed to ships of the regular navy, the auxiliary navy, and to stations of the coast signal service. With the exception of the commanding officers, the monitors *Lehigh* and *Catskill* were put into readiness for service and manned throughout the war by detachments of the Massachusetts Naval Brigade, from April, 1898, to discharge in September.

The *Prairie* purchased for the navy during the war was also manned and partly officered by the Massachusetts Naval Brigade, and took part in the blockade of the Cuban coast.

Company M was disbanded Aug. 19, 1899; L June 30, 1900, and K on Dec. 8, that year. Company B was disbanded Feb. 24, 1915, and reorganized Dec. 11, as the 2d Deck Division, Division of Naval Militia. The 1st Engineer Division was organized June, 1908, the 2d in May, 1910, and the 3d Engineer Division Dec. 22, 1914. A Marine Guard was organized March 27, 1913, which was reorganized Dec. 11, 1915, as the Marine Company.

At the realization of hostilities with Germany the Naval Militia consisted of 10 Deck Divisions, 3 Engineer Divisions, and one Marine Company. Early in 1917 a second Marine Company was authorized at Leominster April 25, 1917. This company was recruited to 2 officers and 43 men before being called to Federal service, and reported at the Navy Yard, Charlestown, May 9, 1917.

The authorized strength of a marine company was 3 officers, 95 men, and that of a deck division between 56 and 79 men, and of an engineer division 80 men.

The Massachusetts Committee on Public Safety appointed a sub-committee on Naval Affairs to which was given the duty of taking up all matters in relation to the naval forces, assisting the Navy Department and the Naval Militia. The importance of the work assigned this committee was recognized by Capt. Rush, U.S.N., Commandant of the First Naval District, who appointed the members of this committee as his aides in March, 1917.

This committee, loyally supported by the Committee on Public Safety, was very

¹ Commander Soley, U. S. N., retired, returned to active duty during the World War, doing shore duty. He died in 1929.

² Adjutant General's Report, 1898, pp. 190 *et seq.*

active, not only in seeking enrollments in the naval reserve, both of men and boats, but in aiding in obtaining enlistments for the Naval Militia, and in the latter part of March put on a recruiting campaign for that purpose, the force then needing 40 men to bring it to strength.

The activities of the committee extended to procuring blue cloth for pea-jackets, an article of equipment sorely needed, and in fact the supply so obtained was practically all that was available, and also assisted the Navy Department with the Waterways Commission to secure Commonwealth Dock as a concentration point for enlisted men, naval reserves, and naval militia, and which became the Receiving Ship, Boston.

Pressure was brought upon the Navy Department to permit the naval militia of the New England states to be ordered to duty in advance of mobilization, and when mobilized, to have the units assigned to duty together on certain ships then in the Charlestown Navy Yard and undermanned. It was suggested that the complement of men for the *Nebraska* and *Kearsarge* be filled in part by assignment of the Massachusetts units to those ships and that the naval units of the other New England states be assigned as units to the *Georgia* and *Virginia*, also at the Charlestown Navy Yard, as were also the *Dupont* and *Rodgers*. This suggestion was followed so far as the Massachusetts units were concerned, and the *Kearsarge* and *Nebraska* were assigned complete divisions, and were thus enabled to sail from Boston with practically full complements. The ships proceeded to the York River, the *Nebraska* April 13 and the *Kearsarge* April 25. There many changes in personnel were made, as may be seen by referring to the sketches of those ships.

The first units of the Massachusetts Naval Militia to be called into Federal service was the 1st Marine Company on March 27, the 1st and 10th (of Marblehead) Deck Divisions, April 1, both of these going on board the *Nebraska*, and 4th and 5th Divisions the same date and going aboard the *Kearsarge*. These divisions had been held at their armories from March 29.

The 1st Marine Company was stationed at the Navy Yard, and also the 2d Company when that company reported.

The Federal call for mobilization of the naval militia was received in the evening of April 6. Careful advance preparations had been made by the state authorities so that when the call for mobilization came there was no delay. So efficiently was the movement performed before noon April 7, that when the Chief of the Division of Naval Militia Affairs visited Boston April 8 to inspect the mobilization and watch its progress, he was agreeably surprised to find the mobilization had been completed the day before and the entire force was at the Navy Yard.

The Springfield unit of the Naval Militia was stationed at the Receiving Ship, Commonwealth Pier, May 21, 1917, waiting orders to go to sea.

The total number of officers and men authorized for the Massachusetts Naval Militia was 90 officers, 1102 men. Of these 86 officers, 712 men were actually enrolled, and 61 officers, 862 men were accepted for United States service. Those who accepted the United States oath were enrolled as National Naval Volunteers. This latter organization had been authorized by the National Defense Act of 1916, to overcome the lack of authority which existed to order the Naval Militia into Federal service except for limited emergencies. All National Naval Volunteers were ordered to duty with the Naval Reserve Force, July 1, 1918, for general service in the same grade and rank.

The growth of the Massachusetts Naval Militia had been consistent. In 1916 aeronautic squads were authorized in the 9th and 10th Divisions, each squad to consist of an ensign and four men. Two planes were presented to the Commonwealth, one by

the Aero Club of New England, the other by the Hon. Eben S. Draper, and were stationed at Newburyport and Marblehead. In September five planes were available for the tour of duty that month, in which 8 officers and 28 men participated. In the meantime one squad received instruction at the Navy Aeronautic School at Pensacola, Florida, an ensign at Newport News, and four men at the Burgess Company plant, Marblehead. This start in aviation was a factor in the establishment of the Aviation School at Squantum (q.v.).

In addition to the regular divisions of the naval militia, a Cadet School was attached to train men for the rank of ensign. This school was ordered to a Federal tour of duty, Feb. 18, 1917, for four weeks, and upon graduation all of the members except four were duly commissioned in the Naval Reserve and later ordered to duty.

The units came from the cities and towns as follows: 1st, 2d, and 3d Deck Divisions, and 1st and 2d Engineer Divisions from Boston; 4th Deck Division, Lynn; 5th and 8th Deck Division and 3d Engineer Division, Fall River; 6th Deck Division, New Bedford; 7th Deck Division, Springfield; 9th Deck Division and Aero Squadron, Newburyport; 10th Deck Division and Aero Squadron, Marblehead.

Until the outbreak of war the *Kearsarge*, *Dupont*, and *Rodgers* were in use by the naval militia, but at that time were transferred back to the government service. When the call for mobilization was received, the naval militia already on duty simply changed their status from state troops performing a Federal tour of duty to Federal service and became, after compliance with certain requirements, National Naval Volunteers.

The personnel of headquarters was distributed to various stations, including assignments to the *Kearsarge*, *Dupont*, *Nebraska*, and *Georgia*. Capt. William B. Edgar was appointed commander of the Naval Training School at Hingham, and several retired officers of the force who had enrolled in the National Naval Volunteers were also assigned there to duty. Capt. James P. Parker was assigned to the Cadet School, Naval Reserve, 1st Naval District.

The Naval Militia Bureau of the Massachusetts National Guard was reorganized April 17, 1917, as the Department of Naval Militia, with a Naval Militia Bureau, the personnel of which consisted of a Captain, Chief of Bureau, to which post Capt. James P. Parker was appointed, and such other officers as might be detailed thereto. On Aug. 27, 1917, Rear Admiral John W. Weeks, formerly on the retired list of the Massachusetts Volunteer Militia, having failed to request transfer to the Naval Militia retired list, was honorably discharged as Rear Admiral.

At the expiration of the war the term of enlistment of the men of the Massachusetts Naval Militia had expired, and there being only the officers left in the Massachusetts Naval Militia they were discharged July 1, 1920.

THE U.S.S. *NEBRASKA*

The *Nebraska* was at the Navy Yard, Boston, undergoing repairs April 6, 1917, and on board were 9 officers and 143 men of the Massachusetts Naval Militia. The total complement was 33 officers, 570 men. The following day the Naval Militia were assigned as regular crew, National Naval Volunteers. On April 8 Capt. Hugh Rodman, U.S.N., assumed command of the 3d Division, U. S. Atlantic Fleet. The *Nebraska* sailed April 13, joining other vessels at Tangier Sound, April 15, for maneuvers, battle practice, drills, exercises with fleet and independently, based on York River until Aug. 13. These exercises were continued at sea and in Long Island Sound until Sept. 30. Practice was transferred to York River Base Oct. 1 and continued there, fleet and independently, until Jan.

18, 1918, when the *Nebraska* returned to Boston for repairs. These were completed Feb. 3, and the ship sailed for York River, arriving Feb. 6. School, drills, and exercises continued to April 15, when the ship went into dry dock at Norfolk Navy Yard for five days.

On May 16, 1918, the body of Carlos Maria de Pena, Envoy Extraordinary and Minister Plenipotentiary from Uruguay, was received with full honors and ship proceeded to Montevideo. The *Pittsburgh*, flagship of the U. S. Pacific fleet, joined and the squadron proceeded to Montevideo, arriving June 10, 1918. The *Nebraska* sailed from Montevideo June 15 and arrived at Hampton Roads July 26 and arrived at Boston Navy Yard Aug. 4, where she remained until Sept. 14. On Sept. 17 left New York as principal escort with Merchant Convoy HX 49 (fast) with *Rochester*, *Dent*, and *Arlanza*, having in convoy eleven ships, the *Cuyama* and ten British ships, which were escorted to an eastern rendezvous and turned over to Eastern escort. The *Nebraska* returned to Hampton Roads Oct. 3, 1918.

Rear Admiral Guy H. Burrage, U.S.N., detached, and D. W. Wurtsbaugh, Captain, U.S.N., assumed command. On Oct. 13 left New York with *Montana* and *Edinburgh* as escort to Mercantile Convoy HX 52 (fast) with twelve British ships in convoy bound for Liverpool, which were duly turned over to Eastern escort and ship arrived at Hampton Roads Oct. 30. On Nov. 13, left New York with *Talbot* and *Teutonic* as escort for Mercantile Convoy HX 56 (the last convoy from the United States to European waters during the war), having eight British ships in convoy.

Returning Dec. 2 to York River preparations were made for returning American troops from France and Dec. 30 sailed for Brest in company with the *New Jersey*. The *Nebraska* made four round trips from United States to Brest and transported 4540 troops to and from the United States. The second trip was from Brest to Boston, where she arrived March 10, 1919; the others were to Newport News. June 22, 1919, detached from transport service and transferred to Division 2, Squadron 1, Pacific fleet, Capt. P. N. Olmstead in command. July 2, 1920, placed out of commission.

THE U.S.S. KEARSARGE

The *Kearsarge*, battleship; 11,520 tons normal displacement; full load displacement; length over all 375 feet 4 inches; speed 16.82 knots. Battery: Turret, four 13-inch 40-caliber, four 8-inch superposed turrets; Secondary; eight 5-inch 40-caliber; Anti-aircraft, two 3-inch 50-caliber guns; Complement: 19 Wardroom officers, 10 Junior officers, 10 Warrant officers, 30 Chief Petty officers, 767 men, and 56 marines; commissioned first, Feb. 20, 1900; commissioned last, April 5, 1917.

On April 6, 1917, the *Kearsarge* was at the Navy Yard, Boston, Mass., George E. Gelm, Commander, U.S.N., in command, who assisted in taking over for the United States the German ships *Amerika*, *Cincinnati*, *Koln*, and *Wittekind* of the Hamburg-American Line and the German steamer *Ockenfels*.

The following day 16 officers and 449 men of the Massachusetts Naval Militia reported on board. The Armed Guard which took possession of the steamer *Koln* returned to the ship. Men from the mechanical branch remained on that vessel until relieved by detail to be ordered by the Collector of the Port. The Collector of the Port stated that he was especially well pleased with the expedition with which the detail from the *Kearsarge* seized the *Koln* and with their services on board. Drills and exercises were begun at once and intensive training carried on.

April 8, 1917, a few additional Naval Militia reported on board. The Naval Militia reporting on board the *Kearsarge* were all of the Massachusetts organization. The following divisions of the Massachusetts Naval Militia, in whole or in part as to enlisted

men, were detailed to the ship: 2d, 3d, 4th, 5th, and 8th Deck Divisions, and 1st and 3d Engineer Divisions and a Headquarters detail. The Naval Militia Officers on board were in general assigned to the ship without respect to the Naval Militia divisions to which they had been attached.

It is believed that the Massachusetts Naval Militia was the only state organization which at the time had nearly all of its personnel qualified and sworn in as volunteers ready for mobilization.

April 25, 1917, escorted by the destroyers *Aylwin* and *Parker*, the *Kearsarge* left Boston for York River, arriving April 27.

April 28, in order to receive a large engineer's force of 370 men for training, 170 men of the seaman branch were transferred to the *New York*, *Texas*, *Oklahoma*, and *Delaware*. These seamen were mostly former naval militia men from Massachusetts, Connecticut, and Rhode Island, and were taken mostly from the 5-inch gun divisions. The *Kearsarge*, together with the other vessels of the First and Second Divisions, Battleship Force, were assigned to special engineering training duty. Main battery and fire control crews were to be maintained in the most efficient condition of training, torpedo defense battery to be manned with remainder; also received engineer's draft from the *New York*, *Texas*, and *Delaware*, part of which were to act as instructors and remainder for training.

On May 1, the *Kearsarge* left York River for Tangier Sound. Training was continued operating with Battleship Force One in Chesapeake Bay, up to Aug. 12, 1917. The first draft of 141 men, engineer's force, on completion of training, was transferred to the *New York*, *Delaware*, *Oklahoma*, and *Texas*, May 18.

During the summer months training of engineering force was continued, the ship cruising in Long Island Sound and at sea, transferring men of the engineering force as courses of training were completed and receiving others for training in their stead.

Oct. 1, 1917, the *Kearsarge* was stationed in Chesapeake Bay till Jan. 6, 1918, until ordered to Boston Navy Yard for repairs and overhaul.

On Jan. 14, 1918, a large draft of men, engine drivers, oilers, water tenders, and firemen left the ship for Receiving Ship, Commonwealth Pier, Boston.

Jan. 23, repairs having been completed, and new drafts of men for training received, the ship left Boston Navy Yard for York River. On April 13, the *Kearsarge* left for Boston Navy Yard for repairs and overhaul. The reception, training, and transferring of men in the engineering department continued during this time and until May 8, when the ship returned to York River and continued training there and at Pensacola, Fla.

Aug. 18, the *Kearsarge* left York River for Boston Navy Yard. While en route, at 6.50 P.M., she picked up 26 men of the Norwegian bark *Nordlay* which had been captured, bombed, and sunk by German Submarine *U-117* the previous day in latitude 35° 42' N., longitude 74° 05' W. The men had been in the open boats for 29 hours. They were landed at Boston where the *Kearsarge* arrived Aug. 20, 1918. At 5.20 P.M. that day five shots were fired at object in water on port quarter resembling submarine. The ship went into dry dock and navy yard workmen came aboard and made repairs. The *Kearsarge* remained at the Boston Navy Yard until Oct. 16. She remained in Chesapeake Bay till Dec. 19, 1918. On Dec. 26 was present at the review of the Grand Fleet, on its return from European waters, by the Secretary of the Navy on board the *Mayflower* at the Statue of Liberty. The ships of the Grand Fleet proceeded up the North River and anchored. The *Mayflower* circled the fleet in review and the fleet received a great welcome by the City of New York.

May 18th, 1920, placed out of commission.

MASSACHUSETTS STATE GUARD

Early in 1917, it became evident that the National Guard would soon be called into active service. Governor McCall sent a special message to the General Court March 22, 1917:

"To the Honorable Senate and House of Representatives.

I think it desirable that provision should be made for the creation of a Home Guard to be raised in time of war.

Section 61 of the National Defense Act prohibits States from maintaining troops in time of peace other than as authorized in accordance with that act, excepting the organization and maintenance of State police or constabulary, and we should respect this prohibition even if it is doubtful whether it would apply to the creation of a Home Guard under existing conditions.

But it seems to me reasonable to provide in advance for an organization which could be used in case of war to protect the domestic peace, and especially bridges, water powers, factories and other structures which might be made the especial objects of attack.

I recommend therefore that you provide for such an organization, consistently with the laws of the United States. If it shall seem best to you that this be done, I would suggest that limitations as to age and other conditions of enlistment be made so that in the matter of recruiting there should be no competition with the National Guard."

The message was favorably received and a committee hearing held March 22. The sub-committee of the Committee on Public Safety having assigned to it the matter of a Home Guard recommended on March 26 that the Governor be asked to appoint a board composed of five retired or past officers of the regular army and Massachusetts National Guard and The Adjutant General, ex-officio, to report a scheme of organization for a Home Guard. This report was adopted by the Executive Committee and after the passage of the Act noted below, under authority granted by the Legislature, the Governor in an official order, dated April 11, 1917, appointed a Home Guard Board consisting of

Hon. Butler Ames, Brig. Gen. Commanding,
Brig. Gen. Samuel D. Parker,
Brig. Gen. John J. Sullivan,
Lt. Col. Elmer D. Locke,
Lt. Col. Stephen W. Sleeper,
Maj. Philip S. Sears, as military secretary.

The members of the Board without exception had served in the old Volunteer Militia and entered upon their duties with promptness and energy.

The Board at once began the organization of a new force and with the assistance of the Massachusetts Committee on Public Safety was able, in an incredibly short time, to equip the various units with uniforms, rifles, cartridge belts and ammunition.

The Legislature, at the insistence of the Massachusetts Committee on Public Safety, provided for the organization of a Home Guard in time of war. Chapter 148 of the Acts of 1917, approved April 5, 1917, "To Provide for the organization of a Home Guard in Time of War," reads as follows:

SECTION 1. The commander-in-chief may, in time of war, raise by voluntary enlistment and organize a home guard from citizens of the United States, being inhabitants of this commonwealth, who are over thirty-five years of age, or married men under thirty-five years of age with dependents, or those physically disqualified from service in the national guard.

SECTION 2. The home guard may be of such numerical strength, and shall be so organized, maintained, officered, armed, and equipped, and enlisted for, or disbanded from, such service within the commonwealth at any time and on such terms as the commander-in-chief may from time to time by executive order determine. When called for service the home guard shall perform such duties as shall be prescribed by order of the commander-in-chief, and all members of the home guard shall have and exercise throughout the commonwealth all the powers of constables, police officers and watchmen, except the service of civil process. The compensation of officers and men of the home guard, when called by executive order for service and while on such service, shall be fixed by the commander-in-chief, and shall in no event exceed the compensation of officers and men of the national guard of like grade.

SECTION 3. The commander-in-chief may appoint provisional officers for such units and organization of the home guard as he may establish, and such officers shall, subject to removal by the commander-in-chief and until their successors are elected or appointed, as provided by the constitution and statutes of the commonwealth, exercise the same military authority over their several commands as specified by the statutes of Massachusetts for duly chosen officers of organized militia of the commonwealth. The same powers shall vest in any and all officers elected as above provided.

SECTION 4. The provisions of section one hundred and seventy of chapter six hundred and four of the acts of the year nineteen hundred and eight, and the amendments thereof, shall not apply to the home guard.

SECTION 5. All provisions of law relative to the compensation of members of the militia injured in the discharge of their duty shall apply to members of the home guard.

SECTION 6. For the purpose of carrying out the provisions of this act the governor is authorized to expend the sum of two hundred thousand dollars, to be taken from the sum of one million dollars appropriated by chapter two hundred and two of the Special Acts of the year nineteen hundred and seventeen.

SECTION 7. This act shall take effect upon its passage.

In many of the towns throughout the Commonwealth there had already been formed military companies under direction of competent, usually retired officers or newly commissioned reserve officers. These organizations took the place of the several business and professional men's training units which had been established in 1915 and 1916, the members of which were in many instances absorbed in the military forces upon the realization of war. These local organizations were drilled in marching movements and given preliminary instruction in the use of the rifle, and some general military information. Although most of these organizations were without arms, enough rifles were loaned by existing Rifle Clubs, or purchased and loaned by individuals, to enable some instruction to be given.

Members of some of these companies were sworn in as constables, and in many instances rifle clubs were formed, thus enabling the old-style Krag and in some instances old-style Springfields to be purchased of the War Department in the ratio of one rifle to each five members. Target practice was made possible through the establishment of temporary ranges.

Upon the passage of the Home Guard bill these companies began to take on a more formal organization. In some instances the companies were absorbed in the newly established Home Guard; in other instances the organizations were kept alive to provide some instruction for men who would be drafted, while many of the personnel enlisted in the state force.

The Home Guard Board reported to the Governor July 27, 1917, that 135 companies,

consisting of about 9000 men, had been organized and that the larger part of them had been equipped. This force was organized into 11 regiments of infantry, a motor corps of 4 companies, a troop of Cavalry, and a Medical Department. Later the 11 regiments of infantry were organized into 3 brigades.

On August 20, 1917, the Governor, by an executive order, placed the Home Guard in the same relation to the Military Department of the Commonwealth as the old National Guard. A ruling of the Attorney General, however, prohibited any part of the appropriation for the National Guard being spent on the Home Guard. Coöperation on the part of the state military authorities and the Home Guard Board ironed out all difficulties except that of finance. The Home Guard thus became a part of the organized military forces of the Commonwealth and functioned through military channels.

On Dec. 6, 1917, the Governor was urgently besought by the United States Marshal to supply troops to guard the so-called danger zones created by a proclamation issued by President Wilson. To meet this emergency two companies of the Guard were ordered on duty. As this duty was a function of the federal government it was stipulated that these troops should be relieved not later than Jan. 1, 1918. They were relieved on Dec. 24, 1917.

Through the fall and winter months the Guard worked hard in its organization and training. The Guard was also of great assistance in giving preliminary instruction to those about to be called for service under the Selective Service Act.

The explosion in Halifax Harbor, N. S., on Dec. 6, 1917, was reported to the Massachusetts Committee on Public Safety at 11:20 A.M. on that day, while the committee was in session. At 10 o'clock that same night a relief train left Boston carrying doctors and nurses from the Guard with a large assortment of medical supplies, clothing and food. The relief party arrived in Halifax about 3 o'clock on the morning of December 8, having had great difficulty in forcing its way through heavy snowstorms which blocked the tracks. This relief party was of great assistance to the stricken people of Halifax.

On July 17, 1918, a riot in Easthampton required the services of the local Guard unit for 14 days.

Chapter 188 of the Acts of 1918, approved May 2, 1918, changed the designation of the Home Guard to that of State Guard.

On Sept. 18, 1918, influenza cases were discovered in Boston and the disease soon became epidemic. The first cases were among enlisted men of the U. S. Shipping Board. It spread with great rapidity and the State Guard was called upon to help in the emergency. Field Hospitals were established at Corey Hill in Brookline, Gloucester, Ipswich, Brockton, Waltham, Haverhill, Barre, Springfield, and Lawrence. In addition to these field hospitals smaller details were on duty at New Bedford, Cambridge, Malden, Norwood, Southboro, and Westfield where local municipalities furnished their own facilities. Cots and supplies were furnished to local Boards of Health at Fall River, Framingham, Arlington, and Fitchburg. The equipment on hand at the State Arsenal at Framingham not being adequate, authority was secured to purchase cots, blankets and tents.

The First Motor Corps of the State Guard was called upon to furnish 40 automobiles with chauffeurs for the purpose of transporting doctors and nurses from patient to patient in Boston, and 26 ambulances of the State Guard Medical Department were in constant use. There was a shortage of nurses and in many cases members of the State Guard were called upon to act in that capacity. Medical officers, nurses and members of the State Guard worked hard and efficiently to arrest the epidemic.

Feb. 28, 1919, an explosion in Franklin necessitated a call on the local company

and the situation was well handled, and again on Aug. 18, 1919, a threatened riot in Franklin was well handled by the local company.

On April 21, 1919, the local State Guard company at Orleans was called upon to search for a lost person.

THE BOSTON RIOT

Early in September, 1919, it became evident that dissatisfied and radical members of the Boston police force might leave their posts. Anticipating probable action on the part of the mayor of Boston, in precepting so much of the Massachusetts State Guard as had its home station in that city, the Chief Quartermaster of Massachusetts was directed by telephone to ship from the arsenal at Framingham to the East Armory, Boston, the headquarters of the 10th Regiment, cots, blankets, mess kits and cooking utensils for 850 men. On the morning of Sept. 9 this telephone order was confirmed by letter containing additional instructions to the effect that the Quartermaster should commence loading cars the first thing the morning of the 10th with cots, mess kits, blankets and cooking utensils sufficient for two regiments, and that he would receive orders later as to their destination. Monday night, Sept. 8, the equipment for the 10th Regiment was landed at the Commonwealth Armory, Allston District, Boston, the designation having been changed from the East Armory in order that there might be no excitement created by the unloading of a large amount of military equipment on a busy street. At 5:25 P.M. Monday, Sept. 8, The Adjutant General was directed to report to the Governor at the Adams House, and remain there overnight. During the evening The Adjutant General was in conference with His Excellency the Commander-in-Chief, the Governor's secretary and the Attorney-General.

Conditions on Tuesday became more serious, and that night the disgruntled policemen left their posts at about 6 o'clock, leaving only loyal men on duty.

The First Motor Corps, which was holding a battalion drill on that evening, was directed to remain in the armory until they should receive orders relieving them. The First Troop Cavalry, drilling at the Commonwealth Armory, received similar orders.

The Adjutant General, with the intelligence officers of his department, spent the night at the Adams House with the Governor and his secretary. No serious disturbance having been reported up to 11 P.M., the First Motor Corps and the First Troop Cavalry were relieved from further duty that night.

Shortly after 11 P.M. small groups of young rowdies commenced parading some streets, breaking store windows and stealing goods thus exposed.

On Wednesday morning, Sept. 10, the senior brigade commander, with his adjutant, was summoned to The Adjutant General's office, arriving shortly after 10 o'clock, where he waited the arrival of the precept, which came in accordance with a previous telephone message.

Accompanying the precept was a letter from the Mayor of Boston, informing the Governor that he had issued his precept, and that in his judgment the force called was not adequate for the exigency which existed, and that therefore he respectfully requested the Governor to order out additional troops, which he suggested should not be less than three regiments of infantry. Both the precept and the letter accompanying same called for the mobilization at 5 o'clock on the afternoon of September 10.

Immediately on receipt of this communication at the State House Brig. Gen. Samuel D. Parker, the senior brigade commander, was ordered to mobilize three regiments called for by the mayor, — the 11th, 12th and 15th Regiments, — and to assume command of

all the force called out. These troops were notified on the telephone from The Adjutant General's office, and reported promptly.

Upon receipt by the Governor of the copy of the precept, and upon learning that the hour for the mobilization was set at 5 o'clock in the afternoon, and as there had been considerable disorder during the day, following the night of rioting, the Governor ordered The Adjutant General to direct the commanding officers to mobilize their troops forthwith. This order was transmitted to all commanding officers over the telephone at once, and confirmed by letter. Later in the afternoon, after General Parker had had a conference with the mayor and the police commissioner, it was decided to order two additional regiments to mobilize at once, and the 14th and 20th were notified at 6 P.M. over the telephone. By 2:30 A.M., Thursday, the entire State Guard was on duty in Boston, less than fifteen hours after the receipt of the original precept.

Details from the troops were distributed by order of the Mayor and General Parker, at the request of the superintendent of police, and quartered in police stations. Patrols were established as soon as assembled. The troop of cavalry was ordered to Scollay Square to disperse a large and unruly mob, whose intentions were to pursue the tactics of the evening before. The mob was speedily scattered, and in Scollay Square and all that vicinity the troop restored normal conditions.

Wednesday night passed without any serious disturbances.

On Thursday, the 11th, there were one or two cases of shooting, which quickly caused the people to have a wholesome respect for the State Guard, and orders given by guardsmen were promptly obeyed thereafter.

On Thursday, the 11th, the Governor, by proclamation, took over the control of the situation, and it remained in his hands from that time on.

The general spirit of unrest and threats of a general strike caused active steps to be taken to recruit the companies of the Guard to 100 men. These additional recruits were rapidly secured. The entire Guard being on duty, leaving no reserve in case of a general strike, steps were at once taken to recruit the Massachusetts Volunteer Militia, an organization of the former National Guard officers and men who had seen service in the World War. About 6000 officers and men responded and reorganized their companies and regiments.

A great many of the disbanded companies of the State Guard also offered their services in the emergency.

By Sept. 24 the general situation had cleared to such an extent that further recruiting of the Massachusetts Volunteer Militia was stopped.

The Newton Constabulary, an organization raised in the city of Newton at the beginning of the war for local police protection, was mustered in as a State Guard organization, and performed most excellent work.

The old 17th Regiment, M. S. G., which had been disbanded upon the reorganization, was authorized to recruit and did so. One battalion of this regiment was called to Boston for duty Oct. 11, 1919, and was relieved Nov. 16, 1919.

On Oct. 8 a provisional battalion of the 20th Regiment and the Newton Constabulary were relieved and returned to home stations. The following day a second provisional battalion of the 20th Regiment was relieved and sent home, and on the 11th the remainder was returned to home station. On Oct. 12, Ambulance Company No. 1 was relieved from further duty. On Oct. 26, the force was still further reduced to one provisional brigade, consisting of two provisional regiments, with the motor corps, troop of cavalry and one ambulance company still on duty. On Nov. 16 the force was still further reduced, and the acting division and brigade commanders and their staffs

were relieved from duty. The provisional brigade was reduced to one provisional regiment in addition to the motor corps, the troop of cavalry and one ambulance company, all reporting directly to The Adjutant General.

On Nov. 23 a further reduction was made in the force on duty, and the 4th, 7th, and 12th Provisional Companies were released and returned to home station, and on Nov. 26 the 5th Provisional Company was released and returned to home station, and on the same day the troop was reduced to 50 men.

On Dec. 6 the First Motor Corps was relieved from active duty, and on Dec. 10 the troop was still further reduced to 25 men. On Dec. 18 one battalion of the 3d Provisional Regiment was relieved from duty and returned to home station, and on Dec. 19 the remaining battalion, less one company, was relieved from duty, also Ambulance Company No. 2, with the exception of one ambulance, which was assigned to the company remaining on duty. On Dec. 21 the remaining company, with the ambulance and the remaining 25 men of the 1st Troop was released and returned to home station, and this concluded the tour of duty. This was the longest tour of duty ever performed by Massachusetts State troops, — one hundred and two consecutive days.

When the Guard was called for duty, it was equipped only with cotton khaki uniforms and woolen overcoats and the old model Springfield rifle, caliber .45. The State had enough blankets, ponchos, cots, mess kits and field ranges to provide for but two regiments. With the entire Guard on duty, numbering about 7569 officers and men, additional supplies had to be procured at once, including overcoats, socks, gloves and shoes. Later, as the weather grew colder, woolen olive-drab uniforms were purchased for the force on duty. The Quartermaster's Department handled the situation in a remarkably efficient manner. A shoe-repairing shop was established in the Commonwealth Armory, where the Quartermaster's Department had its office. This repair shop saved the Commonwealth many dollars, as all worn shoes were turned in and repaired and re-issued.

The Medical Department exercised strict supervision over the sanitary conditions at the various posts, and the health of the entire command was excellent throughout the tour of duty.

The entire Guard performed a wonderful piece of work, officers and men being fully alive to the peculiar conditions confronting them, and winning the respect and admiration of the community for the manner in which they performed the difficult duty required of them.

It would be invidious to select any one organization for special praise, but the work performed by the First Motor Corps commanded by the late Lt.-Col. John W. Decrow in handling the traffic situation cannot be overlooked. This problem was handled by them in such a manner as to materially reduce traffic blockades. Drivers of vehicles soon learned to coöperate with the traffic men, and the people were taught to cross the streets at the proper places. The new police, who were to form the traffic squad, were instructed by the motor corps in their duties, and soon imbibed the spirit of their teachers so that, when they finally took over the direction of traffic on Dec. 6, they did so with the evident intention of excelling their instructors. The First Motor Corps was also trained and ready to take over the operation of the Boston Fire Department if the necessity had arisen.

The State Inspector made the following comment in regard to the State Guard :

"Any doubts regarding the need and advisability of forming the State Guard which might have been expressed at the time when the creation of the force was contemplated were entirely dispelled by the service performed by the various organizations called into

Boston immediately following the disorder resulting from the strike of the police of that city. The call to duty came suddenly to the troops, but they responded with a promptness that was surprising, even to those best acquainted with the organizations. The speed with which distant units mobilized and reported to regimental headquarters showed the use of a system that was fully equal for efficiency to any maintained during the service of the National Guard. The arrival of the regiments in Boston was ahead of the time expected, and before preparations for them had been completed by the departments.

"The response of the men was remarkable. The conditions which they were to face were unparalleled in their experiences. The prospect of possible injury, and perhaps even death, from contact with a mob that had tested its strength against the limited forces of order did not daunt them; the expectation of an indefinite period of service which would take them from home and business was made superior to the requirements of domestic conditions. With determination officers and men assumed the responsibility of their positions, and brought into Boston such a display of force as immediately cowed the trouble makers, and at once put a stop to their further attempts at disorder and robbery. It was a revelation of the rule of authority. When the mob found that the men and units of the State Guard did not hesitate to wound, or, if necessary, to kill, the rioters abandoned their efforts and slunk away never to lift a hand in protest or in revenge. Troops with fixed bayonets, with ammunition in their belts and in their rifles, were a sight that immediately established the power of law and order.

"The service of the State Guard was creditable to the establishment, to the officers and to the men. Military methods were at once put into service without the need of martial law. The troops assumed their new duties quietly, and better order in the streets was established than had formerly been in vogue. The men on sentry posts were alert to their rights and limitations, and the people found in them courteous helpers, ready to assist to make affairs of the city move easily.

"The entire tour of service was a relief to Boston, a suggestion to the State, and an inspiration to the Nation; and all officers and men who discharged this laborious and disagreeable task were entitled to commendation for the soldierly manner in which it was performed."

During 1920 the State Guard maintained its organization and was gradually replaced by the new National Guard. As new units of the National Guard were organized the corresponding unit of the State Guard was disbanded until all had been mustered out.

On Dec. 23, 1920, the Color Guards, with their colors, accompanied by such officers of their organizations as could be present, were formed on Beacon Street, facing the State House, with a band on the right of the line. The Governor with his Staff came down the steps of the State House to the sidewalk. The colors were then presented and the band played the national anthem. The Governor, with his Staff, then mounted the steps and proceeded to the Hall of Flags, followed by the band and the colors with their escorts. When all had taken position in the Hall of Flags, Brig. Gen. Samuel D. Parker, the senior officer of the State Guard present, made a short speech, turning the colors over to the Governor. The band played "To the Colors." The Governor replied, received the colors on behalf of the Commonwealth, and directed the Commanding Officers to retain their custody for the present. The color guards then marched out and the ceremony was over. This closed the last chapter in the history of the State Guard.

Major General Butler Ames commanded the State Guard Division. Brig.-General Embury P. Clark commanded the 3d Brigade, Brig.-General Samuel D. Parker the 4th Brigade, and Brig.-General John J. Sullivan the 5th Brigade.

BASE HOSPITALS

The headquarters of the 3d Brigade were at Springfield, the others in Boston, as were division headquarters.

The commanding officers of the regiments and the towns in which companies were raised were as follows :

10th Inf. Col. Thomas F. Sullivan, Boston, South Boston, Roxbury, West Roxbury, Jamaica Plain, Roslindale, Dorchester.

11th Inf. Col. Charles Pfaff. Waltham, Watertown, Everett, Chelsea, Lexington, Arlington, Belmont, Cambridge, Brookline, Newton, Brighton.

12th Inf. Col. H. P. Ballard. Somerville, Cambridge, Malden, Melrose, Wakefield, Saugus, Medford, Woburn, Winchester.

13th Inf. Col. Louis A. Frothingham, succeeded by Col. Raymond H. Oveson. Stoughton, Canton, Sharon, Easton, Norwood, Needham, Franklin, Dedham, Framingham, Southboro, Marlborough, Medfield.

14th Inf. Col. Henry L. Kincaide. Taunton, Mansfield, Hingham, Cohasset, Quincy, Rockland, Attleboro, Dighton, Brockton, Whitman, Avon, W. Bridgewater.

15th Inf. Col. Edward H. Eldredge. Topsfield, Beverly, Salem, Hamilton, Winthrop, Revere, Lynn, Manchester, Gloucester, Rockport.

16th Inf. Col. Louis S. Cox. Haverhill, Newburyport, Amesbury, Merrimac, Lawrence, Methuen, Andover, Reading, Lowell.

17th Inf. Col. William H. Beattie. New Bedford, Onset, Marion, Fall River, Oak Bluffs, Falmouth, Barnstable, Orleans.

18th Inf. Col. John F. Hurley. Winchendon, Gardner, Templeton, Athol, Westfield, Easthampton, Chicopee, Southbridge, Webster, Uxbridge, Sturbridge.

19th Inf. Col. Harry C. Young. Fitchburg, Sterling, Leominster, Clinton, W. Boylston, Worcester, Groton, Westford, Concord.

20th Inf. Col. William S. Warriner. Colerain, Pittsfield, Williamstown, Lenox, Gt. Barrington, Shelburne, Greenfield, No. Adams, Spencer, So. Hadley, Ware, Hardwick, Springfield.

1st Motor Corps¹ Lt.-Col. John W. Decrow. Boston and vicinity.

Commonwealth Emergency Hospital. Boston.

Ambulance Companies 1 and 2. Boston.

The State Guard went out of service with as fine a record of efficiency in military organization as the state has maintained in the last thirty years. It had shown a fine spirit of devotion to the Commonwealth and great ability in performing the work allotted to it. This included the service rendered in guarding the docks and wharves in the severe winter of 1917; services rendered to the stricken city of Halifax, Nova Scotia, in its disastrous explosion; work during the influenza epidemic of 1918, and the Boston Police Strike of 1919; demonstrations of personal sacrifice which will all go down in history as it exemplifies what loyal citizenry can do when a crisis occurs in a community.

BASE HOSPITAL NO. 5

On Nov. 27, 1914, the Medical Board of the American Ambulance, through Dr. Joseph A. Blake, proposed to certain American University Medical Schools that a corps of surgeons and nurses be sent over to France to engage in hospital work for successive periods of three months.

The first of these units, with its personnel made up from the Lakeside Hospital of Western Reserve University, served in that capacity from Jan. 1 to April 1, 1916. A

¹ Organized from the Provisional Battalion, 1st Corps Cadets, which had absorbed the Boston Business and Professional Men's Training School formed in the autumn of 1915 as a battalion of four companies and drilled by officers of the 1st Corps Cadets.

Harvard contingent, financed by Mr. William Lindsey of Boston, served for the next three months. Five members of the contingent, Drs. Boothby, Cutter, Cushing, Osgood, and Strong, subsequently enrolled themselves as members of the organization which later became Base Hospital No. 5.

The success of these early units was such that Sir William Osler, together with Mr. Robert Bacon, who at the time was serving with the British in Flanders, made a proposition through the British war office to a number of American universities — Harvard, Chicago, Columbia, and Johns Hopkins — that units be organized to staff certain British war hospitals which in large numbers were being constructed in France on a 1040 bed basis.

The Osler-Bacon proposal was acted upon favorably by Harvard University, and a unit was promptly organized and sent overseas for semi-official service with the British Royal Army Medical Corps. This unit under Sir Arthur Perry as commanding officer was put in charge of No. 22 General Hospital at Camiers, and under a succession of leaders — Drs. Nichols, Faulkner, Cheever, Jones, and Cabot — continued there throughout the war. Five officers subsequently enrolled with Base Hospital No. 5 — Drs. Cheever, Denny, Lee, Shattuck, and Towne — saw service with one or another of these Harvard contingents at "22 General."

Early in February, 1916, it was proposed that there be three units organized in Boston to represent the three major hospitals — the Massachusetts General, the City, and the Peter Bent Brigham. It was subsequently decided that one of the three Boston units should represent the Harvard Medical School and all its affiliated hospitals instead of the Brigham alone, and it was on this decision that the three units were subsequently organized. Dr. Frederick A. Washburn, for the Massachusetts General, Dr. John J. Dowling, for the Boston City, and Dr. Harvey Cushing, for the affiliated Harvard hospitals, respectively, were named as directors.

Following a protracted period of enlistment, during which difficulties were experienced in enrolling men, a telegram dated Washington, April 28, 1917, arrived, warning that Base Hospital No. 5 would be ordered to mobilize immediately for service abroad. Permission was granted to publish the fact that the unit was about to go overseas, and the immediate rush of recruits quickly filled the rolls.

Departure from Boston occurred on May 7, 1917, for Fort Hamilton, N. Y., but the travel orders were changed en route and the unit went to Fort Totten, N. Y.

On May 11, 1917, the personnel of Base Hospital No. 5 sailed from Hoboken on the S.S. *Saxonia*, arriving at Falmouth, England, on May 22. The unit was in England till May 30, when it sailed from Folkestone for Boulogne-sur-mer, arriving there the next day and proceeding at once to British General Hospital No. 11, located between the Dannes and Camiers. This hospital was organized to be a part of the Boulogne base and had been in operation for two years previous. It was a 2000-bed hospital, and as the American unit was equipped to handle but 1000 beds, additional officers, nurses, and orderlies had to be supplied. These arrived July 3. The hospital staff was driven at full speed in June, 1917, after the battle of Messines Ridge; in September and October, 1917, after the battle of Passchendaele Ridge, and in March, 1918, after the German offensive near Cambrai.

During the night of Sept. 4, 1917, the hospital was attacked by enemy aircraft and the hospital staff sustained the first battle casualties in the American Army in France since the declaration of war.

A memorial parapet wall has been placed in front of the Harvard Medical School Court, Longwood Ave., to commemorate the service of the Unit and as a memorial to

Lieut. William T. Fitzsimmons, Oscar C. Tugo, Rudolph Rubino, and Leslie A. Wood who were killed at that time.

Owing to unsanitary conditions, the hospital was moved on Nov. 1, 1917, into Boulogne-sur-Mer, to No. 13 General Hospital, British Expeditionary Forces, occupying the municipal Caserne building, where it remained until just after Jan. 1, 1919. On Feb. 1, the hospital stopped receiving patients.

Late in February the nurses of the unit were sent to Vannes, south of Brest, to await transportation home, while the officers left March 8. On April 6, the unit embarked on the *Graf Waldersee* and landed in New York on the 20th. The unit proceeded to Camp Merritt and thence to Camp Devens, where the personnel was discharged late in April and early in May, 1919.

During its period of service Base Hospital No. 5 handled a total of 45,837 sick and wounded.

BASE HOSPITAL NO. 6

Base Hospital No. 6, A. E. F., organized from doctors and nurses connected with the staff of the Massachusetts General Hospital, Boston, Mass., was one of the first group of six Base Hospitals to go overseas.

More than a year before the declaration of war, Dr. Frederic A. Washburn, Director of the Hospital and later Commanding Officer of Base Hospital No. 6, in conference with General Gorgas, Surgeon-General, U. S. A., to discuss the establishment at large civilian institutions of hospital units for army service, was requested to form such a unit at the Massachusetts General Hospital. On May 17, 1916, the Trustees of the Hospital gave formal permission for the organization of the unit, which was organized as a Red Cross Unit.

The money to equip a 500-bed hospital was raised by the local Red Cross, and a gift of \$5000 was made to the unit by the Ladies' Visiting Committee of the Hospital. Other generous gifts were received. The Metropolitan Chapter of the Red Cross furnished a monthly contribution of money.

Although at the time the unit was organized there was some expectation that it might see service in Mexico, it was not called to active duty until the entrance of the United States into the World War.

On May 24, 1917, 1st Lt. Paul D. White was ordered to active duty. Until June 1 he was engaged in selecting 150 men from about 600 volunteers as hospital orderlies, pharmacists, clerks, chauffeurs, cooks, carpenters, and others. On the first of June the medical detachment proceeded to Fort Strong, in Boston Harbor.

On May 29 Maj. Frederic A. Washburn, M. R. C., assumed command, and the Red Cross Unit was ordered into active duty as Base Hospital No. 6, United States Army. On June 29 the nurses of the unit received orders to proceed to Ellis Island, New York Harbor.

No official, formal orders were issued transferring Red Cross units to the Army; instead, it was the custom for the War Department to issue telegraphic instructions for officers to report at designated rendezvous for the purpose of forming base hospital units. This forming of the units consisted essentially in the administration of oaths to personnel; enlistments, as regards enlisted personnel; oaths of office, as regards commissioned personnel. Nurses likewise were sworn in.

Maj. Richard C. Cabot became chief of the medical service, and Maj. Lincoln Davis chief of the surgical service. Capt. Larry B. McAfee, the only officer of the regular army with the unit, was appointed adjutant.

On July 9 officers and men entrained at Boston for New York. The entire unit having been assembled, it embarked on the S.S. *Aurania*, which sailed July 11, 1917.

Liverpool was reached, via Queenstown, on July 23. The unit proceeded to Southampton, boarded the Australian hospital ship *Warilda*, and reached Le Havre, France, on July 25.

The unit took over a French hospital at Talence, about three miles south of Bordeaux, France. Although not officially taken over from the French until Sept. 1, 1917, the first patients were admitted on Aug. 21. On Oct. 1, 1917, there were 160 patients in the hospital and 200 beds; and on the last day of the year there were 325 patients and 500 beds. From the time of the taking over of the hospital from the French by the Americans, 25,000 patients were admitted. During its use by the Americans, the hospital capacity was increased from 500 patients to more than 4000.

During the winter of 1917-18, most of the cases in the hospital were acute infectious diseases. By spring 1000 beds were available, and the first cases of the wounded men were brought in. From that time on until after the armistice the hospital was filled with wounded men.

On April 25 Major Washburn was relieved and ordered to England to direct American hospitalization there. Maj. Warren L. Babcock succeeded to command.

On March 1 the hospital laboratories, which had been busy during the winter and spring, especially in work on meningitis, were designated as the Base Laboratory of Base Section No. 2.

In this month 11 officers, 21 nurses, and 46 enlisted men, constituting Unit O, organized at Charlotte, N. C., became an integral part of the hospital.

Toward the end of September the influenza epidemic brought heavy additions to the work of the hospital, already overburdened with wounded and gassed patients. To supplement the insufficient personnel of the hospital, casual medical officers were attached for temporary duty. Fifteen nurses were obtained from Base Hospital No. 15 (Chicago Presbyterian Unit). The climax of the life of Base Hospital No. 6 was reached during the month of October and the first twelve days in November. The combination of steadily increasing casualties resulting from the Meuse-Argonne offensive and the influenza epidemic filled the hospital to overflowing.

On the 12th of November, 1918, a total of 4319 patients were in the hospital; the normal capacity was 3000. After the armistice the number of patients decreased rapidly. By Dec. 31 the number had dropped to 1500. On Jan. 14, 1919, the hospital was turned over to United States Base Hospital No. 208.

On Feb. 14 all of the nurses, civilian secretaries, and the majority of officers left Bordeaux, France, on the transport *Abangarez*, for the United States. Upon arrival in the United States, March 3, 1919, all of the nurses, civilian secretaries, and all but a few of the officers were relieved from further service.

On March 11 the headquarters organization of Base Hospital No. 6, consisting of 5 officers and 158 enlisted men, embarked at Bordeaux on the *Antigone*. After arrival in Hoboken, the organization proceeded to Camp Merritt, and from there to Camp Devens.

On April 9 the members of the organization were mustered out of service.

The unit had three commanding officers during its period of service: Maj. Frederic A. Washburn, M. R. C. (later colonel); Maj. Warren L. Babcock, M. R. C. (later colonel); Maj. Lincoln Davis, M. R. C. (later lieutenant-colonel).

BASE HOSPITAL NO. 7

Members of the medical and nursing staffs of the Boston City Hospital were chosen to make up the officers, nurses, and enlisted personnel of Base Hospital No. 7.

The unit was organized in 1916 as a Red Cross Base Hospital and Dr. (later Major) John J. Dowling was appointed director. As originally organized, this hospital was financed and equipped by the Red Cross to care for 500 patients, but on the declaration of war in 1917, the director was informed that the hospital unit would be taken over as an Army Base Hospital Unit equipped to handle 1000 patients.

Mobilization orders for the Unit were received in February, 1918, and mobilization took place at Camp Devens, Mass. Colonel A. M. Smith was the commanding officer.

The unit (except the nurses) left Camp Devens on July 6, 1918, for Hoboken, N. J., arriving there the next day. Departure from Hoboken occurred July 8, on the S.S. *Leviathan* and the unit landed at Brest, July 15, where it camped for two weeks near Pontenezen Barracks. It was then ordered to Jouer-les-Tours, arriving there July 30, 1918. The hospital buildings were located on the estate of Le Conte du Chauffault at "Clos St. Victor." On Aug. 9 to 10 the nursing staff and clerks, who had made the journey by way of England, reported for duty.

The first convoy of sick and wounded with a total of 436 men arrived on Aug. 18, and a second convoy, totaling the same number, arrived the next day. A third convoy arrived on Aug. 25, with a total of 400 sick and wounded.

On Dec. 28, telegrams were received saying that Base Hospital No. 7 would be replaced by Base Hospital No. 120, and on Jan. 17, 1919, records were turned over and Base Hospital No. 7 ceased functioning as a hospital.

GENERAL HOSPITAL NO. 10, BOSTON

General Hospital No. 10 comprised the Robert Bent Brigham Hospital and a hospital especially built for the use of the War Department by the Benevolent and Protective Order of Elks, both on Parker Hill, Roxbury, and the entire West Department of the Boston City Hospital at West Roxbury. In addition there was leased from the Wentworth Institute a barracks formerly used by the Reserve Officers Training Corps, which was converted to the use of hospital enlisted personnel and storage. In addition the Massachusetts Woman's Hospital was leased for accommodation of the nurses.

The hospital as a whole was opened for patients in December, 1918; the Elks' Hospital at that time was not quite ready for occupancy. The original authorized capacity was 900 beds, later reduced to 700. By February, 1919, 500 sick were being constantly cared for. The number rapidly increased to 800, which level continued until May, when steps were taken to transfer the patients to other hospitals and to surrender possession of the buildings June 15, 1919. The number of officers on duty at hospital in 1919 averaged 62, of enlisted men 533, and nurses about 60.

A total of 1871 patients were received, of whom 9 died, 1148 were transferred to other hospitals, 462 were returned to duty, 223 discharged for disability, and 29 were otherwise disposed of.

STUDENTS' ARMY TRAINING CORPS

The Students' Army Training Corps was organized under the supervision of the Committee on Education and Special Training of the War Department, which had itself been created on Feb. 10, 1918. The original functions of this committee were to study the needs of the various branches of the service for skilled men and technicians, and, with the coöperation of the educational institutions of the country, to fill these requirements by providing special training for men entering the service through voluntary induction. Vocational training detachments were established at technical institutions with the proper facilities, to which any registrant with a grammar school education who had been voluntarily inducted on special call was eligible. Army officers were detailed to each school to give military training and maintain discipline while the Federal Board for Vocational Education coöperated in directing the technical instruction. The first men were sent to the institutions for training early in April. The courses, in which qualified instructors and expert technicians served as teachers, lasted as a rule for eight weeks, after which the men were rated as experts, journeymen, or apprentices. A man who had shown unusual promise might then be transferred to an officers' training school; others were detailed to branches of the service where they were needed. In June, 1918, as the result of a successful experiment in Wentworth Institute in Boston, a course on the issues of the war was made compulsory.

The organization of Students' Army Training Corps units established at various educational institutions of collegiate rank throughout the country was proposed by the Committee to meet the anticipated shortage of men in the higher technical professions and of candidates for officers' training camps. Men who were eighteen years or over and were eligible for college entrance were to be admitted by voluntary induction. Under the joint direction of a military commanding officer and the college faculty both military and academic work was given. The period of training in the colleges and other institutions was to be a minimum of three and a maximum of nine months, and in this time it was hoped that officers in command of the units would be able by careful observation to estimate the ability of each man, who if qualified was to be sent to an officers' training camp. Normally those of no particular qualifications were to be sent to a cantonment after the minimum training period and their places filled by individual induction or new contingents from depot brigades. Vocational training detachments now became the vocational sections of the Students' Army Training Corps, while the new field of work was directed by the Collegiate Section.

In anticipation of the establishment of units at the various institutions in the fall of 1918 summer camps were held at Plattsburg, N. Y., Fort Sheridan, Ill., and the Presidio, San Francisco, to which all institutions of collegiate grade having more than 100 male students were invited to send delegates from the student body and faculty. These camps, which opened July 18 and continued sixty days, had as one of their objects the training of men who might return to their institutions and act as assistant instructors of the new S.A.T.C. units.

Units of the Students' Army Training Corps were formally organized in 525 institutions on Oct. 1, 1918, when 200,000 students were inducted and enrolled as members. The men, who had the rank of privates in the U.S. Army, were furnished subsistence, lodging, uniform, and the usual thirty dollars a month.

FIRST NAVAL DISTRICT¹

The First Naval District, Jan. 1, 1917, embraced the states of Maine, New Hampshire, Vermont, and practically all of Massachusetts. The southern boundary was a line drawn from Chatham to a point where the northeastern corner of Rhode Island touched the Massachusetts line. The coast between Chatham, Mass., and Eastport, Me., and waters adjacent were included.

In the spring of 1918 the United States agreed to relieve the British navy of the patrol of the ocean as far east as the 65th meridian and of that part of the Bay of Fundy south of a line drawn from Digby Gut, N. S., to the south end of Grand Manan Island. In consequence of this agreement, the First Naval District was extended to the eastward, and Oct. 11, 1918, Section A was established with base at Shelburne, N. S., for patrol of Canadian waters.

After hostilities had ceased, a large portion of the Second Naval District was assigned to the First Naval District, March 15, 1919, adding the territory and those waters east of Point Judith, R. I., and a line drawn to the southeast end of Block Island and thence to Nantucket Shoal Lightship. From that point the line ran due east to the 65th meridian.

The District had the following subdivisions :

SECTION	BASE ESTABLISHED	COMMANDED BY	DISCONTINUED
1 Eastport to Moose Peak Light	Machias, Mar. 22, 1917	Lt. Comd. Henry E. Rhoades, U.S.N. Ret.	Dec. 11, 1918
2 Moose Peak Light to Baker's Island	Bar Harbor, Mar. 22, 1917	Lt. Comd. W. G. Richardson, U.S.N. Ret.	Jan. 15, 1919
3 Baker's Island to Matinicus Rock	Rockland, Mar. 27, 1917	Comd. E. H. Scribner, U.S.N. Ret.	Jan. 20, 1919
4 Matinicus Rock to Seguin Island	Bath, Mar. 27, 1917	Chief Carpenter J. F. McCole, U.S.N. Ret.	Dec. 20, 1918
5 Seguin Island to Goat Island	Portland, Mar. 23, 1917	Lt. Lucien Minor, U.S.N.	Jan. 22, 1919
6 Goat Island to Cape Ann	Portsmouth, Mar. 27, 1917	Capt. W. L. Howard, U.S.N.	June 22, 1918
7 Cape Ann to Minot's Light	Boston, Mar. 23, 1917	Comd. R. D. Hasbrouck, U.S.N.	
8 Minot's Light to Chatham	Provincetown, Mar. 24, 1917	Ensign H. R. Shaw, U.S.N.R.F.	Feb. 1, 1919
A Digby Gut, N. S., to Grand Manan Island	Shelburne, N.S., Oct. 11, 1918	Lieut. (jg) Edward Stanwood, Jr., U.S.N.R.F.	Nov. 19, 1918

Along no part of the Atlantic Coast was so keen an interest manifested as in the First Naval District in the progress of the war in Europe and in preparedness for what was realized as inevitable, the eventual involvement of the United States.

In connection with the training of the Massachusetts Naval Militia and in harmony with the program of the military training camps, "Civilian Naval Training Cruises" had been arranged, and in August and September, 1916, many men interested in yachting enrolled for the cruise on war ships stationed at Boston, and also attended weekly classes at the Navy Yard. That same year experimental anti-submarine maneuvers were carried on off Newport with small "one design motor boats."

In anticipation of war, the Naval Training Association of the United States, which had headquarters in Boston and in New York, issued a pamphlet entitled "The U. S. Naval Reserve Force," compiled by Lt. R. F. Bernard, U.S.N., with special reference to "Naval Coast Defense Reserve" and "Patrol Boat Units."

Under the Act of Congress of Aug. 29, 1916, a Naval Reserve Force was created, divided into six classes :

¹ The material for this brief sketch was taken chiefly from the "History of First Naval District," transmitted June 12, 1919, by the Commandant of the First Naval District to the Chief of Naval Operations, and from the files of the Massachusetts Committee of Public Safety.

The U. S. Naval Reserve Force was created by an act approved Aug. 29, 1916, for the purpose of enrolling and training in times of peace all kinds of personnel, which in times of war or when the President declared an emergency to exist could be called to the colors and used in any capacity in the navy. It thus supplemented the National Naval Volunteers, created by the same act, which only partially met the deficiency in personnel for combatant ships and in no way supplied the need of additional personnel for auxiliaries, aviation, technical duties, etc.

Class 1. The Fleet Naval Reserve (confined to men honorably discharged from the Navy and former officers).

Class 2. The Naval Reserve (limited to men who had served on ocean-going or lake-going vessels).

Class 3. The Naval Auxiliary Reserve.

Class 4. The Naval Coast Defense Reserve.

Class 5. The Naval Reserve Flying Corps.

Class 6. The Volunteer Naval Reserve (composed of volunteers who agreed to serve when called).

The Naval Auxiliary Reserve was composed of men who had actual experience in maritime affairs as seamen or officers, and of vessels selected by the Navy as likely to be of service during war, which would be taken over under agreement with the owners. All members of the crew who were American citizens could be enrolled.

The Naval Coast Defense Reserve was intended to provide a force for the defense of the coast, divided, according to location, among the Naval Districts. Naval District commandants had authority to enroll whoever would prove of use for the coast patrol; but the main object was to provide a sufficient force of patrol boats properly equipped and manned. A small boat utilized as a patrol was to be manned by an ensign, quartermaster, engineer, and four seamen. The Association was particularly desirous of encouraging and aiding men accustomed to sailing our home waters, as yachtsmen, fishermen, coastwise sailors, to enroll for this service, as the Navy was deficient not only in craft but in personnel to perform patrol duty. It was estimated that at least five hundred boats of all types, from small motor boats to sea-going yachts and other craft, would be needed in the First Naval District.

A conference on motor boats was held at the Naval War College in November, 1916, with the result that in January, 1917, instructions were given to Naval District commandants regarding the organization of scout patrols, and motor boats were classified, their personnel specified, and instruction arranged.

The Commandant of the Boston Navy Yard was Capt. William R. Rush, and prior to the declaration of war he had been made Commandant of the First Naval District. In October he had sent his clerk, Mr. Bernard F. McGann, to Washington to receive instruction concerning the organization of the Naval Reserve, but prior to the arrival of Commander George G. Mitchell, U.S.N., who reported Feb. 6, 1917, for duty in enrolling civilians in the various classes of the reserve, there had been but slight activity in that matter. Enrollment began at once, and Commander Mitchell's duties increased so rapidly that notwithstanding that all officers who could be spared from other duties assisted him, his energy was taxed to the utmost. A part of his duty consisted in enrolling officials and employees of industrial concerns in the "Industrial Reserve." This step had been ordered Feb. 7, and continued until May 1, 1917. This enrollment was to insure that at mobilization certain industrial plants might be instantly placed on a military basis with the president or manager of the plant as the commanding officer of that organization. Men so enrolled were to be rated to carry the

same pay as received in civil employment plus a dollar and a half per day subsistence. Those enrolled as officers were to receive appointments from the Bureau of Navigation. It was planned that reservists so enrolled would not be subject to draft, and if called to active service, would be assigned to duties according to industrial capacity. Few men took advantage of this opportunity, in fact but three officers and seventy-five men were so enrolled, and the plan proved so detrimental to the plants and so many of the men were drafted into the army that in some cases contracts could not be filled.

In the latter part of February a meeting was held at the New York Yacht Club presided over by Assistant Secretary Franklin D. Roosevelt, and an appeal was made to yacht owners, officials of steamship companies, marine officers holding licenses, and in general to maritime and shipping interests, with satisfactory results. Many yacht owners agreed to put their boats into commission at once although the harbors were still blocked with ice. Local steamship companies pledged vessels for war use. Secretary Roosevelt requested that a similar conference be held in Boston. On March 5, there was a well-attended gathering at the State House. Mr. H. B. Endicott presided and told of the work being done by the Committee on Public Safety. The meeting was also addressed by Captain Rush and R. W. Emmons, 2d, who urged that yacht owners and seafaring men enroll, as war against Germany seemed inevitable. Many men offered to enlist, yachts and small craft were pledged, and several members of the Eastern Yacht Club offered contributions toward a fund to be raised. The brisk enrollment at the Navy Yard was undoubtedly in part due to this meeting. During February, March, and April daily conferences were held at the Commandant's office, Navy Yard, at which representatives of the Committee on Public Safety were present. On March 12 plans were made by Navy representatives in Boston to have a boat cruise along the Maine coast, to enroll persons in the Reserve and to inspect vessels.

On March 15, Herbert M. Sears and other members of the Eastern Yacht Club contracted with the Herreshoff Manufacturing Company, Bristol, R. I., to accept four boats, each to cost about \$18,000, to be delivered in June, July, and August. Arrangements were later made to have these boats "documented" from the port of Boston, so that possibility of being taken over by the Second Naval District was prevented. Herreshoff built a number of patrol boats for private owners who expected to be commissioned and to command their own boats.

About this date the Navy Department indicated its great interest in the enthusiasm shown by local yacht clubs in organizing Power Boat Squadrons¹ and in other ways assisting the Navy Department.

Franklin D. Roosevelt, Assistant Secretary of the Navy, sent the following telegram to R. W. Emmons, 2d, Nathaniel Ayer, and A. Loring Swasey, a sub-committee of the Eastern Yacht Club:

"Department wishes to commend the patriotism of the syndicate of the Eastern Yacht Club members, whom you represent, in building boats which would be useful in time of need."

Nathaniel F. Ayer, R. W. Emmons, 2d, and Richard S. Russell, enrolled March 16, 1917, and were appointed lieutenants, Naval Reserve Force. These gentlemen played an important part in the activities of the First Naval District.

¹ In April, 1916, A. L. Swasey, Roland Nickerson, and others assembled at Marblehead a little fleet of power boats, and effected an organization which manoeuvred from that base, assisted by a U. S. monitor and submarines. Upon the outbreak of war this squadron reported at Newport and was taken into the U. S. service, and the members of the organization commissioned.

Lieutenant Ayer was assigned to duty in the office of Chief of Staff and on July 23, 1917, was appointed Commanding Officer of Harvard Radio School.

Lieutenant Emmons was first assigned with the Aviation Forces, but on the *Mount Vernon's* going into Commission at the Navy Yard he was assigned to duty on that vessel. He was ordered later, May 16, 1918, to the First Naval District for duty with Naval Overseas Transport Service.

Lieutenant Russell was assigned to duty in District Enrolling Office, and later, Dec. 1, 1917, was transferred to the office of Chief of Naval Operations, Washington, being succeeded by Lt. Leslie D. Knowlton, N.N.V.

Men enrolled in Class 4 were sent to ships in the Navy Yard for training, at their own request, as war had not been declared. The battleships *Georgia* and *Virginia* were mostly selected for such training. These men were seafaring men, many being Cape Cod fishermen.

Ships which had been selected for taking over when war was declared were visited by enrolling parties, and officers were appointed in the corresponding rank to that held on board, the highest rank being that of Lieutenant-Commander. The first vessels enrolled in Class 3 were five belonging to the Bay State Fishing Company, six of the Eastern Steamship Company, and others belonging to the Merchants and Miners Transportation Company and the United Fruit Company, and also the *Mayflower* and *Azalea* of the U. S. Lighthouse Service.

The response in the First Naval District to every call and need of the Navy led to highest commendation, and the District was referred to in one letter as "a shining light compared to all others." It is to be remembered that at the beginning of the war and later the idea prevailed that German submarines would invade our home waters, as indeed they did to a limited extent.

The enrollment work proved so great that the Commandant wrote to all retired naval officers who had been tentatively specified for duty in the district in event of war, asking if they would proffer their services. These immediately responded, and those within reasonable distance of Boston were assigned to duty. All others were called to duty April 7.

Owners of motor boats and steam launches which had been inspected and accepted were enrolled, and if qualified and could procure a crew of eight men to operate the boat, these owners were commissioned ensigns in the reserve. These boats with such as were being built by private owners for enrollment were believed by naval authorities to afford a sufficient naval patrol to prevent the establishment of enemy submarine bases. As oilskins and rubber boots were lacking in sufficient quantity to equip these small boat crews, ladies interested in coast defense proposed to see that they were furnished. However, few boats were actually patrolling as early as April 30.

Mention has already been made of the activities of local yachtsmen and yacht-clubs. The Eastern Yacht Club offered its house at Marblehead for quarters for the newly enrolled men and it was so used for several months until its facilities were entirely inadequate. A school¹ in navigation was established at the Corinthian Yacht Club house at Marblehead for instruction of members of the Fourth Class Naval Coast Defense Reserve. This school was moved in June to Bumkin Island. These early efforts supplemented the limited training facilities which had been earlier afforded by the Massachusetts Nautical School.

To and including April 7 there were enrolled 2177 civilians. Traveling enrolling

¹ Otherwise known in April as the School for Ensigns.

parties were organized and publicity secured. From Jan. 1, 1917 to Nov. 30, 1918, a total enrollment was effected of 3493 officers, 28,973 men, 1192 women.

A traveling party enrolled 500 recruits in Vermont in March and April.

Commander Mitchell became District Detail Officer Aug. 1, 1918, and enrollment of personnel was turned over to the Officer in Charge of Navy Recruiting Station at Boston.

At the outbreak of war the Receiving Ship at Boston was the U.S.S. *Salem* at the Navy Yard, but on April 7 the officers of the Receiving Ship were transferred to Commonwealth Pier, South Boston. The regular crew of the Receiving Ship, forty-six men, was transferred to the new Receiving Ship at Commonwealth Pier, April 19, and the pier so continued in use until about the middle of January, 1919. The use of the second level of the pier had been granted by the Commonwealth of Massachusetts when the call came to muster in the Naval Volunteers. This level was originally intended as an embarkation place for steamship passengers and was well adapted for the use to which it was now put. The other side of the pier was taken by the Army for purposes of the Quartermaster Depot. Framework was erected and hammocks slung as aboard ship and the entire organization conformed to actual conditions on shipboard. At first the complement was about 1000 men, but rose at times to 6000. Commissary and engineering schools were conducted. It was here that the influenza was first detected toward the close of August, 1918. The use of the State camp ground at Framingham was obtained and thither 2000 or 3000 men were transferred from the pier to live in tents, thus checking the spread of the disease.

On Nov. 11, 1918, a "receiving ship annex" was opened at the Quartermaster Stores (U. S. Army Building — Army Terminal) and Section A taken over for use of the Navy.

During the war more than 40,000 men were transferred and more than 400 officers at one time or another were attached to the Receiving Ship.

On Feb. 1, 1919, the Receiving Ship at Commonwealth Pier was put out of commission and the Army Quartermaster Stores became the Receiving Ship. April 20-May 6, 1919, the personnel of the Receiving Ship at Boston was transferred to Training Camp, Hingham, which station was to be known as Receiving Ship, Boston.

In January, 1918, three thousand enlistments were authorized by the Navy and various means to gain publicity and to obtain men were tried. Recruiting stations were opened at Boston, Fitchburg, Lowell, Worcester, Springfield, Provincetown, Pittsfield, and in towns in other New England states, as well as one at Albany, N. Y.

Headquarters of the District were removed from the Navy Yard to the Little Building, corner of Boylston and Tremont streets, March 18, 1918, but the actual enrollment of recruits was conducted at Main Gate, Navy Yard, until Aug. 1, 1918, when this activity was removed to 51 Cornhill. Colors were sounded at sunset from the roof of the Little Building and traffic in the vicinity was suspended during this ceremony.

Out-of-door rallies were resumed in June, 1918, but no effort was made to enroll men at these rallies. Volunteers came in freely. Every day fifty to two hundred men were turned away from the recruiting station, because of lack of facilities for examination. Favorite places for these rallies were Wood Island Park, North End Park, Columbus Avenue Playground, Norumbega Park, Brighton, Cambridge, Stoneham, Milton, Charlestown, Worcester, Framingham, and Springfield. Every Saturday night a rally was held on Boston Common, until it began to be found that draft boards were finding it difficult to fill quotas.

Aug. 6, 1918, the title of the Officer in Charge of Recruiting Station at Boston was

changed to District Enrolling Officer. The District Detail Officer assumed part of the duties formerly discharged by the former officer.

On Aug. 8, 1918, the Bureau of Navigation suspended enrollments in the Naval Reserve Forces except of those who had made bona fide application prior to that date or were in process of examination. After Sept. 1, 1918, no more enrollments were permitted under the old volunteer system, arrangements having been made whereby a certain number of men would be assigned to the Navy under the Selective Draft Registration.

Summary of enrollments in Naval Reserve Force in First Naval District :

1917, January	5	1918, January	700
February	450	February	800
March	1000	March	1300
April	1850	April	2000
May	1250	May	2600
June	1300	June	3300
July	1000	July	3300
August	400	August	1530
September	400	September	400
October	900	October	1550
November	1700	November	120
December	2300 ¹		

Total for two years: 30,165, including 1192 women, but not including officers.

The quarters in the Little Building were given up March 15, 1919, and returned to the Navy Yard.

Men were rarely called to active duty at time of enrollment, but were subject to call. It was often two to four months before that call came. This was because of lack of training camp facilities and because men were not needed in the ratings in which enrolled. After October, 1918, men were called according to date enrolled.

In the beginning of the enrollment recruits when called to active duty were sent to Marblehead for training purposes; but soon camps were established at Hingham and Bunkin Island. Also the Army Rifle Range at Wakefield was taken over by the Navy. It was the duty of the District Enrolling Officer to keep these camps filled.

The intensive training course required of all recruits included several weeks at Hingham, ten days at Wakefield, and six weeks at Bunkin Island.

Nov. 1, 1918, the Secretary of the Navy directed that no more men on inactive duty status were to be called to duty. This order did not affect the First District, as virtually every man enrolled had been called to active duty.

On Nov. 16, 1918, there were 38,233 men on duty in the district, the largest number at any one time.

Number of men transferred out of the district was about 20,000, and the number of women transferred out of the district was 126 (85 to Washington, 20 to New London, and 21 to Great Lakes).

This total does not include transfers made by Receiving Ship in Boston.

¹The rush to enroll during the five days Dec. 10-14, 1917, was the greatest at any recruiting station in the history of the Navy. Examinations and enrollments at the Main Gate, at the Navy Yard, were 2101. A large number were examined and rejected. After January the Navy had to seek volunteers for special needs and found men scarce. Because of a rumor that after Nov. 15 the Navy would not accept enrollments there was a daily attendance of from 2000 to 4000 men at the Navy Yard, many coming from remote parts of New England and the whole country.

FIRST NAVAL DISTRICT

Men on active duty at intervals, First District :

Nov. 10, 1917	8,594	April 30, 1918	18,696	Nov. 16,	38,233 ¹
Dec. 10,	10,095	May 30,	21,236	Dec. 20,	36,465
Jan. 30, 1918	13,938	Aug. 15,	28,006	March 15, 1919	21,542
Feb. 28,	14,947	Oct. 15,	34,610	April 15,	20,906

The following officers were on duty in the First Naval District :

<i>Commandants:</i>	ATTACHED	DETACHED
Captain William R. Rush, U.S.N. Ret.	April 26, 1926	Feb. 7, 1917
Rear Admiral Spencer S. Wood, U.S.N.	Feb. 7, 1917	April 29, 1919
Rear Admiral Herbert O. Dunn, U.S.N.	April 29, 1919	
<i>Assistant Commandant:</i>		
Lieutenant-Commander William White, U.S.N.R.F.	Feb. 11, 1918	Feb. 6, 1919
Captain C. C. Marsh, U.S.N. Ret.	Jan. 10, 1919	
<i>Chief of Staff:</i>		
Captain Ashley H. Robertson, U.S.N.	March 26, 1917	Aug. 17, 1917
Commander Albert L. Key, U.S.N. Ret.	May 17, 1917	Feb. 12, 1918
Captain C. C. Marsh, U.S.N. Ret.	Feb. 23, 1918	Jan. 10, 1919
<i>Enrolling Officer:</i>		
Commander George G. Mitchell, U.S.N. Ret.	Feb. 16, 1917	Aug. 3, 1918 (to become Detail Officer)
Commander John R. Brady, U.S.N. Ret.	Aug. 3, 1918	
<i>Naval Force Commander:</i>		
Captain J. H. Gibbon, U.S.N.	April 8, 1917	Sept. 13, 1917
Lieutenant-Commander C. F. Snow, U.S.N. Ret.	Feb. 25, 1918	
<i>Military Chief:</i>		
Captain James P. Parker, U.S.N.R.F.	March 21, 1918	Jan. 22, 1919
<i>Communication Superintendent:</i>		
Commander Edward G. Blakeslee, U.S.N.	April 1, 1916	July 23, 1917
Lieutenant W. J. Carver, U.S.N.	July 23, 1917	March 7, 1918
Lieutenant Clement J. Todd, U.S.C.G.	April 16, 1918	
<i>Disbursing Officer:</i>		
Captain J. A. Mudd, U.S.N. Ret. (P.C.)	March 6, 1917	March 21, 1918
Lieutenant C. W. Charlton, U.S.N. (P.C.)	March 21, 1918	
<i>Engineer Officer:</i>		
Lieutenant-Commander A. H. Baker, U.S.N.R.F.	April 4, 1917	
<i>Legal Aide:</i>		
Lieutenant Lester W. Cooch, U.S.N.F.	April 19, 1918	

BOSTON SECTION ²

During the week or two preceding the declaration of war about a dozen yachts and power boats were delivered by their owners to the United States authorities at the Navy Yard. Such of these as were taken over by the government formed the nucleus of the Boston Section. Prior to April 5, 1917, and except for a few days until May 18, Com-

¹ Schools crowded to capacity.

² Adapted in part from an official report for the first year of the war, 1917-1918.

mander R. D. Hasbrouck was Section Commander and Captain of the Port. Commander A. W. Hinds, soon appointed Chief of Staff to the Naval Force Commander, exercised command for a brief period in April. Commander J. T. Nelson, N.N.V., took command May 18.

A Boston Section Duty Officer was established June 15, and a regular Boston Section Duty Boat Aug. 24, doing duty every night.

The operations of the Section were at first conducted from the Navy Yard, using Pier 4A as the base with office headquarters in Building 39. Lieut. (jg) B. R. Miller, aide to commander, was in charge of patrol boats, and Lieut. F. A. Sparks, commanding the *Machigonne*¹ (S. P. 507), was officer of the Pier. On May 17, Section Base was moved to Commonwealth Pier, where it remained, although a patrol boat office with telephone, orderlies, etc., was maintained in the Navy Yard.

Boston Section Base at Commonwealth Pier comprised: Headquarters Offices, Patrol Boat Basin, Machine Repair Shop, Section Supply Office and store-rooms, (N.S.A. stores, commissary store, clothing), Base Headquarters Division (using portion of Receiving Ship for quarters and mess), and Medical Office (using Receiving Ship Sick Bay). About 100 officers and 1150 men were attached at this time.

Licensing of all vessels, of every kind, operating in Boston Section was one of the duties of the Boston Section Commander, who also supervised the issuance of district licenses for operations of vessels in First Naval District. Hundreds of vessels, large and small, were warned, overhauled, or boarded. Many were held for investigation of owners or operators; some cases were turned over to the Department of Justice, in other instances licenses were revoked or suspended after a hearing.

In March, 1917, the following naval vessels were assigned to the First Naval District.

<i>Delaware</i>	<i>Melville</i>	<i>Bushnell</i>
<i>Virginia</i>	<i>Porter</i>	<i>Cassin</i>
<i>Georgia</i>	<i>Rodgers</i>	<i>Conyngnam</i>
<i>Nebraska</i>	<i>Paulding</i>	<i>Drayton</i>
<i>New Jersey</i>	<i>Trippe</i>	<i>Jacob Jones</i>
<i>Rhode Island</i>	<i>Tucker</i>	<i>Jenkins</i>
<i>Kearsarge</i>	<i>Wadsworth</i>	<i>Celtic</i>
<i>Birmingham</i>	<i>Wainwright</i>	<i>L 0</i>
<i>Dixie K</i>	<i>Chester</i>	<i>L 10</i>
<i>Jouett</i>	<i>Salem</i>	<i>L 11</i>
	<i>Tacoma</i>	<i>M 1</i>

About the middle of April, 1917, Section Headquarters began notifying Captain Gamble, Shipping Aide, of arrival of neutral vessels. Notification to Captain Crowley

¹ March 23, 1917, the Massachusetts Committee on Public Safety telegraphed Hon. William L. Douglas at Brockton requesting him to order the yacht *Machigonne*, which had been offered the Committee, into commission at once, "in view of the critical condition." The Committee on Public Safety had early appointed a sub-committee on "Organizing Coast Patrol Fleet for First Naval District, and Enrollment of Coast Defense Reserve." Named on this committee were R. W. Eunmons, chairman, N. F. Ayer, Robert F. Blake, Capt. John G. Crowley, Capt. Arthur B. Denny, Capt. Charles H. Parker, Commodore J. P. Parker, James O. Porter, Richard S. Russell. Prior to March 6, 1917, the Navy Department instructed Capt. William R. Rush, Commandant of the First Naval District, to get immediately in touch with representatives of organizations which could assist the Navy and learn what they could offer toward the formation of a District Patrol Fleet, either men, boats, or supplies. Commander Eunmons called another meeting of interested persons March 7.

of arrival of coal-bearing ships including tugs or barges began Oct. 15 and notification to Mr. Irving, U. S. Shipping Board, of arrival of vessels taken over by Shipping Board, began Nov. 15.

On Dec. 26 Base Headquarters began keeping log of inbound and outbound shipping in accordance with telephone notifications from Harbor Entrance Patrol. On Jan. 4, 1918, lookouts were established at outer end of Commonwealth Pier.

The entrance to Boston Harbor was guarded by patrols extending from Newcomb's Ledge off Marblehead to Minot's Ledge off Scituate, which in June, 1918, were extended to Gloucester.

Boston Section of Coast Patrol, First Naval District, officially commenced active duties April 7, 1917, and during the following twenty-four hours submarine nets were placed at the harbor entrance by the Coast Defense authorities, covering the Narrows and South Broad Channel, with no gate, and the North Broad Channel, with gate allowing a passage 600 feet in width. No vessels (except public vessels) were allowed to enter or leave in thick weather. Detained vessels could anchor in President Roads. Only one vessel was allowed to pass at one time. On April 8 the U.S.S. *Rodgers* was established as Harbor Entrance Patrol vessel and on night of April 8 Harbor Entrance Patrol was started with the three boats: *Lynx I* (S. P. 2), *Shada* (S. P. 580), and *Scoter* (S. P. 20).

On the following day the *Wild Goose I* (S. P. 562) and *Lydia* (S. P. 62) began duty and Harbor Entrance Patrol was maintained continuously. The following vessels were used as station vessels from time to time: *Rodgers*, May 16; *Malay* (S. P. 735), May 16, and a few times in May and June; *Bonita* (S. P. 540) and *Scoter* (S. P. 20). U.S.C.G. *Winnisimmet* became station vessel July 7 and remained until relieved by Coast Guard Vessel Number 25 on Nov. 1. A submarine cable telephone connection leading to H. E. P. Station Vessel was immediately established and maintained with intermittent cessations, due to breaking of cables, etc. On Nov. 28, the cable being broken, a telephone connection was installed on Deer Island where the cable emerged from the water, and this was attended by sentries on the island.

The following is a list of 77 patrol vessels attached to Boston Section at various times between April 6, 1917, and April 1, 1918:

<i>Long Island</i>	S. P. 572	<i>Needle</i>	S. P. 649
<i>Crest</i>	S. P. 339	<i>Petrel</i>	S. P. 546
<i>Louise</i>	S. P. 1223	<i>Str. 2225</i>	
<i>Rodgers</i>	(torpedo boat)	<i>Edithena</i>	S. P. 624
<i>Admiral</i>	S. P. 582	<i>Waska III</i>	S. P. 342
<i>S. C. 263</i>		<i>Skink</i>	S. P. 605
<i>Hobo</i>	S. P. 783	<i>Bonita</i>	S. P. 540
<i>War Bug</i>	S. P. 1795	<i>Dreadnaught</i>	S. P. 584
<i>Eleanor</i>	S. P. 677	<i>Bupa</i>	S. P. 650
<i>Shad</i>	S. P. 654	<i>W. C. T. U.</i>	S. P. 548
<i>Shrimp</i>	S. P. 645	<i>Gurkha</i>	S. P. 600
<i>Margaret</i>	S. P. 524	<i>Ellen</i>	S. P. 1209
<i>Whistler</i>	S. P. 784	<i>Gypsy</i>	S. P. 55
<i>Sadie Ross</i>	S. P. 736	<i>Boy Scout</i>	S. P. 53
<i>Grayling</i>	S. P. 522	<i>Agawam</i>	S. P. 570
<i>Machigonne</i>	S. P. 507	<i>Politesse</i>	S. P. 662
<i>Venture</i>	S. P. 616	<i>Whitecap</i>	S. P. 340
<i>Parthenia</i>	S. P. 671	<i>Natalia</i>	S. P. 1251

<i>Shada</i>	<i>S. P. 580</i>	<i>Winnisimmet</i>	U. S. C. G.
<i>Rush</i>	<i>S. P. 712</i>	<i>East Hampton</i>	<i>S. P. 573</i>
<i>Malay</i>	<i>S. P. 735</i>	<i>C.G. No. 25</i>	
<i>Lynx I</i>	<i>S. P. 2</i>	<i>Halcyon II</i>	<i>S. P. 582</i>
<i>Lydia</i>	<i>S. P. 62</i>	<i>Paloma</i>	<i>S. P. 533</i>
<i>S. C. 261</i>		<i>Shar</i>	<i>S. P. 534</i>
<i>F. G. Hersey</i>	<i>S. P. (tug)</i>	<i>Stinger</i>	<i>S. P. 1252</i>
<i>Talofa</i>	<i>S. P. 1035</i>	<i>Lynx II</i>	<i>S. P. 730</i>
<i>Sayonara II</i>	<i>S. P. 587</i>	<i>Nelansu</i>	<i>S. P. 610</i>
<i>Surf</i>	<i>S. P. 341</i>	<i>Constance</i>	<i>S. P. 633</i>
<i>Liberty</i>	<i>S. P. 1229</i>	<i>Rivalen</i>	<i>S. P. 63</i>
<i>Halycon I</i>	(fish commission)	<i>Chas. Mann</i>	<i>S. P. 522</i>
<i>Alacrity</i>	<i>S. P. 206</i>	<i>Relief</i>	
<i>Alert</i>	<i>S. P. 511</i>	<i>Kiowa</i>	<i>S. P. 711</i>
<i>Cossack</i>	<i>S. P. 695</i>	<i>Crosbeak</i>	<i>S. P. 556</i>
<i>Apache</i>	<i>S. P. 729</i>	<i>Letter B</i>	<i>S. P. 732</i>
<i>Shur</i>	<i>S. P. 782</i>	<i>Wild Goose I</i>	<i>S. P. 562</i>
<i>Actus</i>	<i>S. P. 516</i>	<i>Scarpe</i>	<i>S. P. 713</i>
<i>Inga</i>	<i>S. P. 1212</i>	<i>Pete</i>	<i>S. P. 596</i>
<i>Blakely</i>	(torpedo boat)	<i>Comber</i>	<i>S. P. 344</i>
<i>Scoter</i>	<i>S. P. 20</i>		

Station Number 1, stationed near Finn's Ledge, logged all incoming vessels; Station 2, moored at gate in submarine nets, logged all outgoing vessels; Station 3, anchored at Black Rock channel, a restricted opening; Station 4, patrolled the nets between Boston Light and Point Allerton; Station 5, anchored at Shirley Gut, a restricted opening. The despatch station was at H. E. P. Station Vessel.

Station 1 and 4 and Despatch Boat Station were established at once and Station 2 almost immediately thereafter. Station 3 was established about June 15 and Station 5 about July 1. Station 5 was given up Nov. 12, Station 3, Nov. 27, and Station 2 about Dec. 26, as winter weather, carrying away a number of submarine nets, and extreme ice conditions, made it impracticable to continue them. The two Boston pilot boats became *S. P. Boats* Sept. 21, and *Liberty* (*S. P. 1229*), established "Pilot Boat Stations" on that day. The use of pass words for inbound and outbound vessels was established Dec. 21. Practically every boat attached to Boston Section at one time or another did more or less H. E. P. duty.

Mine sweeping in Boston Harbor began at 4 A. M. April 10, and was carried on once daily by the Navy Yard tugs until May 16, when the work was given up. Practically all this time one patrol boat was sent out ahead of the tugs each day to warn off shipping.

Group 2 Mine Sweepers was formed by Commander John T. Nelson, N.N.V., who was assigned as Group Commander, April 23, 1917. Steam trawlers arrived at Boston Navy Yard as follows: *Surf*, April 19; *Whitecap*, April 21; *Crest*, April 19; *Comber*, April 24. These vessels were fitted out for mine sweeping as rapidly as possible and on April 26 the first offshore mine-sweeping operations were started. An offshore channel was mine-swept daily from that time until all vessels of the group were detached for special duty in Second Naval District. The trawler *Long Island* arrived April 30, and *East Hampton* on May 4, and were attached to the group after being fitted out. On May 19, group command was turned over to Lieutenant C. A. Maynard, N.N.V., and on July 5, U. S. S. *Admiral* (*S. P. 967*), was attached as guide ship. On Aug. 8, *East Hampton*

and *Long Island* were detached, and on Aug. 14 the remainder of the group were detached, all to proceed to Second Naval District (Newport, R. I.) for duty there. *Long Island* and *East Hampton* returned to Boston Aug. 21, *Surf* and *Crest*, Oct. 2, and *Admiral* Oct. 6, and mine-sweeping operations were resumed and carried on until about Dec. 6, when it became necessary to discontinue this work, owing to the necessity of using these vessels for other work and there being no other suitable vessels available.

The enemy is not known to have sown any mines off the New England coast. No mines were laid by the United States on the Atlantic Coast.

Section patrol off shore was established Oct. 5, and maintained continuously until Nov. 8, in accordance with route noted on chart, by the following vessels: *Alacrity* (S. P. 206), *Sayonara* (S. P. 587) *Shada* (S. P. 580), *Admiral* (S. P. 967), and *Halcyon I*. Boats left Graves Whistler at 4 A.M. and covered route of 32 miles in four hours, ending day's patrol at 8 P.M.

Navy Yard and inner harbor patrols were also maintained. A War Diary was maintained in the First Naval District from June 1, 1918, to Nov. 30, 1918.

The Port of Boston was closed on June 3, 1918, and extraordinary precautions taken to guard vessels which were obliged to leave. The cause of these precautions was the report of enemy submarines cruising off the coast. Every available vessel and seaplane was utilized for scouting. The harbor nets were closed at night, but by June 5 coastwise traffic was permitted as usual. The alarm culminated on June 11 when a United States naval vessel fired six shots at a suspicious object in the bay, and that evening the harbor was again closed to outbound vessels, except those proceeding to New York. Boats sailed under convoy to the canal. Normal conditions were resumed the following day.

MACHINERY DIVISION

The Boston Navy Yard was called upon to carry out extensive repair and refitting work. This fell to the Machinery Division. Aside from the work arising from taking over many small craft by the Navy (including 149 small patrol boats), the first important repairs were those involved in converting into troop transports the German liners which had been seized. These were the *Cincinnati*, renamed the *Covington*; the *Amerika*, renamed the *America*; the *Kronprinsen Cecelia*, renamed the *Mount Vernon*. The work included installation of batteries, searchlights, magazines and other equipment, in addition to the requirements of a troop transport. The complete conversion of these vessels took three months, working 24 hours a day.

Other German ships sent to the Boston Navy Yard for various alterations were the *Breslau*, converted from a merchantman to a torpedo boat repair ship and tender, and renamed the *Bridgeport*; the *Ockenfels*, fitted with armament; and the *Saxonia*, renamed the *Savannah*, for completion of repairs begun at the Puget Sound Navy Yard.

The most extensive alterations and repairs, however, were the conversion to mine layers of the passenger steamers *Massachusetts* and *Bunker Hill*, renamed the *Shawmut* and *Aroostook*. These two ships became part of the fleet which laid the Northern Barrage.

Extensive alterations to fire control circuits and other repairs were made for several cruisers and battleships. Destroyers were received at the Navy Yard to be placed in commission and alterations made. Several older destroyers were repaired, as also were submarines, including three British submarines.

In addition to the work required on the above-mentioned classes of vessels, the Yard was called upon to outfit submarine chasers, patrol boats, tugs, and minesweepers for foreign service (the *Pentucket*, *Concord*, *Acushnet*, *Sagamore*, *Edwards*, *Ajax*, *Ontario*,

Alleghany), and to overhaul and repair colliers and cargo ships, as well as to make the minor repairs called for by war vessels sent in for that purpose.

Submarines of the L, M, N, and O classes were equipped at the Boston Yard. Among the vessels which received alterations for special duty was the Boston Floating Hospital, which was fitted out as a barracks for crews of submarines.

Other activities of the Machinery Division was the manufacture of thousands of shells and the installation of radio equipment and radio compasses on merchant and naval vessels. The Navy Yard was also called upon to make repairs to guns carried by merchant vessels of allied nations arriving in Boston.

The number of employees in the Machinery Division, exclusive of clerks, draftsmen, and messengers, rose from 1637 on June 30, 1917, to 3964 at the Armistice.

Commander F. Lyon, U.S.N., was Engineer Officer to Sept. 30, 1917, and Commander Ivan E. Bass, U.S.N., at the Armistice.

PROVINCETOWN SECTION

The 8th, Provincetown, Section began as an enrolling station March 24, 1917, when Ensign H. R. Shaw reported as enrolling officer. He was also section officer March 27 until Aug. 29, when he was succeeded by Ensign D. M. Baker, who in turn was relieved by Lieutenant William Hinckley, N.N.V., Jan. 17, 1918.

There was no enlisted personnel until a week after war was declared, but on April 18, the S.P. *Actus* carried about fifty men to the training camp at Marblehead. At end of a year 115 Provincetown men were in the navy and reserves, exclusive of nearly 100 coast guards.

There was a Radio Station at North Truro and also another in the District, but all other radio sets in the limits of the section were demolished as soon as discovered.

A marine detachment was stationed at the French Cable Office, Orleans.

The S.P. *Malay*, first of the boats permanently assigned to this base, reported early in July, 1917, followed by the *Machigonne*, the Division flag ship, commanded by Lieutenant Fred Sparks, U.S.N.R.F., the *Parthenia*, *Actus*, *Arcady*, and (later) the *Pawnee*, all converted steam yachts, and a regular schedule of patrol boats was inaugurated.

These patrols constituted the outer system and were run from Race Point Light to Eastern Point, Gloucester.

Only once during the war did an enemy submarine show itself close to the shores of the United States. On Sunday, July 21, 1918, a German U-boat appeared three miles off Orleans, Cape Cod, and opened fire with six-inch shells on the tug *Perth Amboy* with coal barges in tow. Five men on the tug were wounded with shrapnel. There were four women and four children on the barges in addition to crews. The men, women, and children on the barges were landed on the beach.

The firing was heard on shore and alarm sent to district headquarters as well as to section headquarters at Provincetown. Several stray shells landed on the shore. The Chatham Air Station within a few minutes after notification had two hydroplanes on the way to the scene of action. Both made direct "hits," but the bombs did not function and the submarine submerged after using an anti-aircraft gun on the planes.

A fleet of submarine-chasers was dispatched from Provincetown and Boston, but the search for the enemy boat was unsuccessful.

PORTSMOUTH SECTION

Portsmouth Section extended from Cape Porpoise, Me., to Cape Ann, and included Hampton Beach Coast Guard Station No. 16, Salisbury Beach Coast Guard Station

No. 19, Newburyport Coast Guard Station No. 20, Plum Island Coast Guard Station No. 21, and Straitsmouth Light and Thatcher's Island Light No. 22.

The first Section Commander was Captain W. L. Howard, U.S.N., commandant of Portsmouth Navy Yard — March 27, 1917 to June 2, 1917. He was succeeded as Station Commander by Commander C. N. Atwater, U.S.N., who was succeeded, Aug. 17, by Lieutenant E. C. Arey, U.S.N.R.F. Lieutenant (jg) Carroll Brown, U.S.N.R.F., took over the command Aug. 30, and while under his command the section became distinct from the Navy Yard.

Patrol Boat *Albatross* was assigned to this station April 17, 1917, relieving the tug *Penacook* and motor launches.

In May, patrol boats *Orca* and *Estella* arrived, followed in June by the *Venture* and the *Albert*. The last two were commanded by Boston crews. The *Albert* was a cruising training ship for the patrol fleet.

The *Topeka* and *Southery* were assigned as the "Training Camp" for recruits, but later the *Southery* returned to her former status as an overflow from the Naval Prison, but was later again used as a receiving ship. The first draft of recruits, 800, was received from Great Lakes, April 27, 1917.

Approximately 425 men were enrolled in this section after the declaration of war.

MACHIAS SECTION

Machias Section was established March 22, 1917. The activities of this section were principally outside Massachusetts waters. It is of interest, however, to know that one of the several craft built from the same design by Herreshoff was assigned to this station. The U.S.S. *Daiquiri*, S.P. 1285, commissioned Sept. 17, 1917, gift of Osborne Howes, Oliver Ames, Francis S. Eaton, and Charles F. Ayer, members of the Eastern Yacht Club, because of her high speed was especially valuable for duty in the Machias Section, where she reported Nov. 11, 1917, under command of Chief Boatswain's Mate Lewis L. Smith, U.S.N.R.F.

During the winter the *Daiquiri* was frozen in at Machiasport, with other craft, and in the spring was sent to Baker's Basin, Quincy, Mass., for repairs. She reported back to Machias Sept. 7. On Oct. 6 an accident to her machinery resulted in a serious fire and she was towed to Boston Oct. 16.

UNITED STATES NAVAL TRAINING CAMP, BUMKIN ISLAND

Lack of room at the Eastern Yacht Club house, Marblehead, to conduct a training camp for Reservists led to selecting Bumkin Island, ten miles from the Navy Yard. This island was owned by Albert C. Burrage and the Burrage Memorial Hospital for Children was located there.

The island is about 2500 feet long, 1500 feet wide; the highest point is about 100 feet. In winter the violence of gales is great, but it was a beautiful and healthful position.

On May 6, 1917, Lieutenant J. O. Porter, N.R.F., Commanding Officer, U. S. Naval Training Station at Marblehead, received orders to proceed to Bumkin Island to establish a camp, and on the 27th Ensign R. D. Clawson and twenty-one enlisted men arrived at the island from Marblehead.

The only building was the hospital. New construction included thirteen barracks, mess halls, a brig, hospital, etc., all erected prior to Nov. 6, 1917. In July, 1918, authorization was received to double the capacity of the camp.

The camp was used to train men for duty aboard ship and for armed guard and Officers' Material Schools and had a capacity for about 1000 men — later 1800.

Efforts were made to have drafts of 150 men ready for distribution each week.

Commanding officers were: Lieutenant J. O. Porter, U.S.N.R.F. to July 16, 1917, Commodore A. L. Keep, U.S.N. to Jan. 21, 1918, and Captain B. H. Camden, U.S.C.G.

SECOND NAVAL DISTRICT

The Second Naval District included the New Bedford Section, which was organized July 1, 1917. Until Dec. 16, 1917, headquarters of this section was at the Custom House and the Yacht Club house was used for the guard detail, but on that date all departments were transferred to Fairhaven.

The Nantucket Section was established Aug. 20, 1917, the date of the establishment of the Dispensary and Sick Bay, and the Biological Station at Woods Hole was turned over to the Navy Department, Aug. 30, as a base for the patrol fleet. H. T. Emmons was the commanding officer there in September when he requested of the Commonwealth the use of the police vessel, the steamer *Lexington*, which would ordinarily be put out of commission Oct. 15.

These sections were transferred to the First Naval District in May, 1919.

U.S.S. *Aztec*

U.S.S. *Aztec*, flagship of the First Naval District, formerly owned by A. C. Burrage of Boston, was taken over by the Navy June 28, 1917, commissioned Oct. 4, 1917, and designated flagship of the First Naval District. Decommissioned March 15, 1919.

The *Aztec* was built in 1901, was 848 gross tonnage, and was 236 feet long. Jason M. Hilton and Irvin E. Hanson, captain and mate respectively, were commissioned lieutenants in the Naval Reserve Force and continued in command. Upon being taken over by the Navy the *Aztec* was repaired at the Boston Navy Yard, proceeded to Portsmouth Navy Yard for installation of gun platforms, and on return to Boston received four three-inch guns.

In June, 1918, she convoyed the British troop ships *Carnarvonshire*, *Bohemia*, *Lamondson*, *Runic*, and *Persia*, from Boston to Halifax, and on July 2 rescued 1400 Canadian troops, passengers on the British troopship *City of Vienna*, which had grounded on Black Rock and which broke in two the night following the rescue.

Governor McCall and party sailed on the *Aztec*, July 12, 1918, to Gay Head to unveil a tablet awarded the town for having the highest percentage of men in government service in proportion to population.

From August to October, 1918, the *Aztec* patrolled the Grand Banks. She represented the First Naval District at the review of returning United States ships which had been overseas.

THE DECOY *Arabia*

The fishing schooner *Arabia* of Boston, formerly of Gloucester, was selected to act as a decoy for German submarines. This little vessel of 123 gross tons and 103 feet in length was taken over and commissioned at the Navy Yard, Aug. 11, 1918. She was to act in conjunction with the U. S. submarine *N-1*, and her mission was necessarily a secret one. As a crew skilled in handling the schooner was required in operations as a fishing craft, the crew was enrolled. Three additional men were needed, so a call for volunteers was made at the "Fisherman's Union," and every man there present responded. In addition to her volunteer crew of twenty-one, a navy crew of seven men and two officers was on board. The *Arabia* was commanded by Lieutenant Lester F. Rogers, U.S.N.R. Of her volunteer crew two were American citizens, none were

native born, although eleven were from Nova Scotia and Newfoundland. Of the remainder one was a Scot, two were Russians, one was from Argentina, and the rest were Scandinavians. After the *Arabia* had completed her mission, all of these men were naturalized. One was 67 years of age, and is supposed to be the oldest man enrolled in the Reserve and assigned to duty aboard ship. In his youth he had served in our navy.

The schooner sailed from the Navy Yard Aug. 14, and proceeded to the northern edge of Georges Shoals, where she lay in with the regular fishing fleet. The *N-1* was submerged the greater part of the time within 500 yards of the *Arabia*. The *Arabia* was equipped with a 120-horsepower Diesel engine, and carried four machine guns and small arms. Upon approach of a submarine she was to attack with her machine guns and engage the attention of the enemy until the *N-1* had opportunity to torpedo the hostile craft.

The *N-1* was commanded by Lieutenant Commander Hugh C. Frazer, U.S.N.R.

Both vessels operated as directed until after the Armistice. The *Arabia* was put out of commission Dec. 12, 1918.

Another "Independent Unit" was composed of the submarines *N-5*, and *N-6*, which cruised in tow of a decoy, Aug. 15 to Sept. 9, 1918, from this base.

BETHLEHEM SHIPBUILDING CORPORATION, FORE RIVER AND SQUANTUM

At the time war was declared the Fore River Plant at Weymouth consisted of thirty-eight buildings on about seventy-five acres on the west side of Fore River, and 4534 men were employed. The contracts on hand comprised eight United States submarines, of which the keels were all laid down but none delivered until 1918, three tankers and three cargo vessels for various owners, all of which were delivered in 1917-1918. At the time of the Armistice the plant covered one hundred and eight acres and comprised forty-five buildings. The maximum number of employees was 16,021.

In December, 1917, cost-plus contracts were established for Government work.

In addition to the ships above mentioned there were built: 2 tankers, 36 destroyers, 30 submarines, 4 freighters, the keels of which were all laid prior to Dec. 30, 1918.

Previous to entry of the United States into the war the Squantum meadows were used only as an aviation field. When the Bethlehem Shipbuilding Corporation agreed to build 140 destroyers, a site at Squantum, comprising 70 acres with water front, was selected as most suitable upon which to erect a plant devoted to construction of destroyers. It was chosen because of convenience to the Boston labor market and proximity to the Fore River Yards, which supplied the nucleus for the organization of the new plant, popularly known as the "Victory Plant."

Ground was broken Oct. 7, 1917. Severe cold weather delayed operation. Nevertheless hull fabrication was begun Jan. 14, 1918, and the keel of the first destroyer, the *Delphy*, laid April 20. Amazing results in building were obtained. Contracts were based on cost plus 10 per cent, with certain bonuses. Seventy-eight hundred men were employed.

There were ten building slips and six wet basins all under one roof, and warehouse, storehouse, machine, and boiler shops, etc.

The same subsidiary shops were available to draw upon as was the case with the Fore River Yards.

The first radio compass to be installed on any vessel was upon the recently commissioned destroyer *Little*, built at the Fore River Yards March, 1918.

GERMAN LINERS INTERNED AT BOSTON AND SEIZED ON DECLARATION OF WAR

One of the incidents attracting particular attention of Boston newspapers in the first week of August, 1914, concerned the German trans-Atlantic liner *Kronprinzessin Cecile*, which had sailed from New York July 28, 1914, with a very large consignment of gold, with Plymouth, England, as her first port of call. On Aug. 5, 1914, Boston newspapers reported the safe arrival of the steamer at Bar Harbor, Me. According to statements of her passengers, the liner, on the night of July 31, had turned about on her course when within 700 miles of Plymouth, when orders were received to make the nearest American port. After a stay at Bar Harbor the *Kronprinzessin Cecile* was brought to Boston and interned for the duration of the war.

On the outbreak of war the Hamburg-American liner *Amerika* was due to sail from Boston with 238 passengers and a heavy cargo of wheat and general merchandise. Orders were received indefinitely postponing the date of sailing. On the night of July 31 a heavy guard was placed about the vessel at Commonwealth Pier.

On Aug. 9, 1914, the Hamburg-American liner *Cincinnati*, nine days out from Hamburg, reached Boston, having been shielded by fog from hostile cruisers.

There had been no delay on the part of proper authorities in taking steps to insure that the German ships should not leave port, or that damage could be done them after the reception of the German note presented by Bernstorff late in the afternoon of Jan. 31. At Boston a police force was sent to the piers where the vessels lay, to watch the ships and their crews, but no steps were taken to seize the vessels until midnight of April 5, at which time they were formally seized as enemy vessels.

On the day of declaration of war in April, 1917, there were lying interned in Boston harbor the below-named ships :

<i>Kronprinzessin Cecile</i>	19,503 tons
<i>Amerika</i>	22,622 tons
<i>Cincinnati</i>	16,333 tons
<i>Kohn</i>	7,409 tons
<i>Ockenfels</i>	5,621 tons
<i>Wittekind</i>	5,640 tons

On the morning of April 6, 1917, by orders from the Treasury Department seizure was made of these interned German ships; it was effected in 70 minutes. One shot was fired, an accidental shot resulting from the forcing of a door with the butt of a gun.

Of the crews 273 men were seized on April 6, six others were arrested at noon of same day, and on a second search one was found in hiding on the *Amerika*.

Three of these ships, the *Cincinnati*, *Amerika*, and *Kronprinzessin Cecile*, renamed the *Covington*, *America*, and *Mount Vernon*, had suffered material damage to their machinery; one had its wiring so tampered with as to cause short circuiting at points where it was hoped a fire might be started.

Newspapers of the day reported that all damage done by crews of German vessels to the ships which they occupied could be repaired in a few weeks at an expenditure of about \$200,000. The damage was of the same nature in all ships: tops of all cylinders were either crushed in or had had pieces knocked out of them; safety valves were either screwed down tight and broken off or were wrenched out altogether; various parts of machinery were disconnected, and smaller parts of engines were missing. No explosives or wires that might be connected on the outside were discovered.

Count von Bernstorff, the German Ambassador, in his memoirs states that he had given orders that the machinery of the German vessels laid up in American harbors during the war should be so tampered with as to render the vessels useless in case they should be seized by the American Government, and that these instructions were put into effect the morning of Jan. 31, 1917, several hours before he presented the German note of that date.

The *Kronprinzessin Cecile* was a 24-knot ship, built at Stetten in 1906. She was fitted out as a transport ship and renamed the *Mount Vernon*. She was still in Army transport service in 1920, as was also the *Amerika*, renamed *America*, a liner of 17½ knots speed, built at Belfast, Ireland, 1905.

The *Koln*, an 11-knot ship, built at Geeslemonde, 1899, became the *Amphion*, U.S.N.

The *Wittekind*, a ship with speed of 11.8 knots, built at Hamburg, 1894, renamed the *Freedom*, was demobilized Sept. 23, 1919, for cargo carrying and in 1920 was running from Portland, Me., to Antwerp.

THE MASSACHUSETTS NAUTICAL SCHOOL

This School for training for the Merchant Marine was established in 1891 by Act of Legislature, Chapter 402, 1891, approved June 11, 1891, and is a part of the Department of Education.

In 1917 the Commissioners were Francis T. Bowles, Chairman, William E. McKay, and Clarence E. Perkins. William H. Dimick was Secretary. The enrollment of the school on April 6, 1917, was 136.

During the war men trained in the Massachusetts Nautical School were commissioned in the Naval forces as follows:

Commander	1
Lieutenant Commander	33
Lieutenant (both grades)	119
Ensign	61
A total of	214

In addition the following served with ratings of:

Quartermaster	1	Boatswain	2
Convoy Commander	1	Chief Boatswain's Mate	5
Executive Officer	1	Boatswain's Mate	2
Pay Clerk	1	Chief Gunner	1
Official Pilot	1	Gunner's Mate	1
Repair Officer	1	Electrical Gunner	1
Chief Quartermaster	3	Chief Electrician	2
Chief Machinist's Mate	4	Electrician	2
Machinist's Mate	4	Capt. Engineers	2
Chief Machinist	1	Chief Engineer	1
1st Machinist's Mate	1	2d Asst. Engineer	1
Machinist's Mate, 2 Cl.	1	3d Asst. Engineer	1
Warrant Machinist	6	Watertender	2
Chief Boatswain	2	Not specified	2

The following named men who trained in the school died in the service :

William J. Bonner,	Ensign, U.S.N.R.F.,	Dorchester
John T. Carr,	1st Lieutenant, C.G.,	Malden
John Erickson,	3d Asst. Engineer,	
Grant Gately,	Ensign, U.S.N.R.F.,	Cambridge
James A. McGourty,	Warrant Machinist,	Worcester
John F. McGourty,	2d Lieutenant, C.G.,	Worcester
Edward D. Newell,	Lieutenant, U.S.N.R.F.,	Gloucester
Emery Rice, Lieut.,	Commander, U.S.N.R.F.,	Brighton
Charles R. Seed,	Lieutenant, U.S.N.R.F.,	Worcester

MASSACHUSETTS SCHOOL FOR NAVAL AIR SERVICE

Massachusetts was the first state to appreciate the need of training men for a naval aviation force, and the first state to provide a flying field and to begin training men for the aviation service.

As early as Feb. 5, 1917, Mr. Godfrey L. Cabot, then president of the Aero Club of New England, offered his sea-plane to the Commandant of the First Naval District, and his own services and those of his cousin, Mr. Norman W. Cabot, as aviators.

Soon thereafter the Committee of Public Safety, acting through its sub-committee on Naval Forces, of which Robert W. Emmons, 2d, later commander U.S.N.F., was chairman, took action which led to the establishment of an aviation school and flying field at Squantum in Quincy.

This school was planned to provide instruction and practice in flying for candidates who wished to prepare for naval training at Pensacola, where the Federal government was concentrating its efforts to provide a suitable air force for the navy. Candidates for training at Pensacola were required to have had a certain amount of flying experience as well as other preparation.

The Sturtevant Aeroplane Company had established a flying field in the summer of 1916 at Squantum for experimental flying, on land leased of the New York and New Haven Railroad by the Sturtevant Blower Works. A part of this tract was found suitable for the use of the state. A lease was arranged with the owners, former governor Eugene V. Foss for the Sturtevant Blower Works agreeing March 27 to necessary releases.

Plans were quickly made by the Naval Force Committee, and an appropriation of \$50,000 was obtained from the state to erect a hangar for four sea-planes and other necessary work and employment of two professional instructors. The federal government promised to supply the planes if the state furnished the hangar and equipment. The city of Quincy agreed to provide \$1500 toward the expense of supplying water to the camp and to maintain a guard on the land side.

When the school was organized by Massachusetts the navy was unable to furnish either instructors or housing, but agreed to supply four standard type school sea-planes and certain equipment. During the existence of the school at Squantum the state paid for the services of two professional instructors, Messrs. Bradford and Page. The original intention was to train eighty men during the summer of 1917, the first group to consist of twenty candidates ; but by March 14 the number to be taken for training was increased to 150.

At that time the Commonwealth of Massachusetts possessed two sea-planes, both donated by individuals, one of the planes being at Marblehead, the other at Newburyport. There was a third sea-plane available, that owned by Mr. Norman W. Cabot and kept

at Misery Island. These were the only sea-planes in the state which were fit for service. The state planes were assigned to the Aviation Squad attached to the 10th Deck Division, Massachusetts Naval Battalion. Four men of the Aviation Squad were under instruction and partially trained at that time.

Applications for training at the school as soon as the project was announced far exceeded the opportunities. The examinations were conducted by the naval authorities and were exceptionally severe with regard to physical requirements, leading to the rejection to June 14 of more than 1000 applicants. The first selection of candidates was made on April 19, on which day the entire quota was filled and the first twenty accepted ordered to report. The men were enrolled in Class 4 of the Naval Coast Defense Reserve, and volunteered for Class 5. Some of the men first enrolled for the school at Squantum were sent to Akron, Ohio, for training with dirigible balloons.

The state supplied tentage, but very soon a temporary barracks was erected. Upon declaration of war the station was offered to the federal government, and plans perfected for its taking over.

The school was put into commission May 11, at which time it was taken over by the Navy Department, and became the U. S. Naval Air Station, Squantum. Prior to May 25 Lieut. E. W. Spencer, U.S.N., an experienced naval aviator, was assigned to command the station and had as his executive Ensign G. R. Fearing, U.S.N.R.F., who had been connected with the project from its inception. The federal authorities further developed the field and accommodations.

The number of candidates who could be accepted was raised to 350. By June 14, 174 men had been enrolled, and by July 11, 225 men. Vacancies were constantly occurring as men were transferred to Pensacola, Newport News, and to Akron, and to train with the Royal Air Force in Canada, and men were also sent for special instruction in ground work at Massachusetts Institute of Technology. It was expected that men would be sent directly to France to be trained in the aviation schools being established by the navy.

The school at Squantum proved an outstanding success. Toward the end of September plans were made for transferring the school to the Liberty Plant near by, where the navy was constructing submarine chasers, and early in October the station was closed, although at that time it was expected it might be again used the following summer. After the war when the Liberty Plant was abandoned it was again made use of by the navy.

In connection with this activity the Naval Force Sub-committee also established (May 1) a school in navigation at the Corinthian Yacht Club at Marblehead, which, however, was principally for the training of ensigns for the Coast Defense Reserve. This latter school was transferred in June to the Naval station at Bumkin Island.

At the time of our entry into the war, aviation in the United States stood practically where it was in 1914, notwithstanding that the war in Europe had brought about an extraordinary advance. "From all of this the United States was entirely shut off up to the time it abandoned neutrality. So little exact knowledge was available that the first American planes to go with the expedition into Mexico in March, 1916, were all rendered useless in accidents within a short time of arrival. There was practically no aviation technique here comparable to that of European aviators; almost negligible manufacturing facilities; not a hundred trained flyers, and only the most rudimentary facilities for training. Moreover, no one had any adequate appreciation of the intricacy and skill required in the making of either an airplane or the training of a pilot." (Report of Director of Military Aeronautics, 1918.)

On the day that war was declared the army had but 300 second-class training planes, two small flying fields, and 1185 officers and men in the Aviation Section of the Signal Corps, which up to April 24, 1918, had charge of the army air service. These facts should be considered in connection with aeronautics in the navy, and which bring out more vividly the progressive attitude of the Commonwealth of Massachusetts.

In the navy the situation was similar. The Secretary of the Navy, in his report for 1918, stated: "On July 1, 1917, naval aviation was still in its infancy. At that time there were only 45 naval aviators." There were about 1450 officers and men under training, including those at Squantum. "There were three naval air stations in this country which were then in commission. Pensacola, Fla., had about 1000 men; Bay Shore, Long Island, N. Y., which was put into operation at that time, had about 100 men; and Squantum, Mass., which was abandoned in the fall of 1917, had about 150 men." There were about 50 sea-planes in commission, used for patrol purposes, and 324 considered as training planes.

RADIO SCHOOL

This school was entirely a Massachusetts enterprise, the only aid afforded by the government being the loan of apparatus for instruction.

Early in the war Mr. Arthur Batcheller, Radio Inspector of the First District, and his Assistant, Mr. Walter Butterworth, obtained the approval and consent of Secretary of Commerce Redfield to establish a volunteer radio school. These gentlemen were officers of the Department of Commerce but their services were voluntarily given and the instruction was without charge to the men who enrolled.

The first class, given instruction in code and theory of radio-telegraphy from June 21 to Dec. 31, 1917, consisted of forty men, the capacity of the space available at the Boston Custom House. The school was not a government institution in any sense and there was no appropriation available by which its expense could be met. In December, 1917, more than 1500 applications for enrollment having been received, Collector of Customs Edmund Billings sought the coöperation and aid of the Massachusetts Committee on Public Safety, which led to the Adjutant General of the Commonwealth and Trustees of the Mechanic Arts Building, leased by the Commonwealth until Dec. 31, 1918, as a Naval Militia Armory, giving permission Dec. 24 for the installation of the school in those quarters. The Committee on Public Safety met the expense of operation.

On Jan. 21, 1918, the second class, 262 men, reported for instruction, which was given three nights a week. Forty persons volunteered as instructors.

As the purpose of the school was to prepare operators for the army and navy and for the rapidly growing fleet of the U.S. Shipping Board, preference in enrollment was given to men listed in Class 1A under the Selective Service Law and enlisted men in army or navy awaiting call to active duty.

The total number of applicants from Jan. 21 to Nov. 25, 1918, was 1214, and of these 784 received instruction. Five hundred and thirty men enlisted in the military or naval service, qualified as radio operators, and 254 others were qualified.

The quarters of the naval militia in the Mechanic Arts Building had at first been considered for the school later established at Harvard University, but were found inadequate.

After the close of the school Nov. 25, 1918, the building was given over to the Boston

Y.W.C.A., to use as a recreation center for girls employed in patriotic service, and use was made before that date for that purpose, the Red Cross, and other similar purposes.

UNITED STATES NAVAL RADIO SCHOOL, HARVARD UNIVERSITY

Prior to July 26, 1917, the Radio Training School of the Navy was located at the Navy Yard, Brooklyn, N. Y., and had normal weekly attendance of eighty, but the demand for trained men brought an increase in students to four hundred. The course was thirty weeks.

The District Communicating Superintendent of first Naval District, Lieut. Edward G. Blakeslee, appointed just previous to the declaration of war, obtained the use of the Croft Laboratory, Harvard University, and established a training school for radio operators for the first Naval District patrol boats. Training began ten days after the beginning of war. The first class consisted of three men with one instructor. Lieut. Blakeslee¹ had foreseen the difficulty of procuring trained men as radio operators and took steps to see if Harvard University would receive one thousand men for training.

On July 31, 1917, the U. S. Naval Radio School at Harvard University was officially opened. Lieut. H. F. Ayer, N.R.F., was in charge with Gunner W. E. Snyder, U.S.N., as executive officer. Four hundred and eighty men and five instructors were transferred from the New York Navy Yard at Brooklyn, at which time three hundred and fifty men were already in training at Harvard University. Pierce Hall was assigned for instruction purposes and Perkins Hall as a dormitory. Later Hemenway Gymnasium was taken for barracks and Memorial Hall for mess.

The course was sixteen weeks, five days a week, later extended to seventeen weeks. Approximately seventy-five men were enrolled weekly.

The construction of barracks and schoolrooms on Cambridge Common began Aug. 12, 1918, at which time thirty-four hundred men were under instruction and the course was eighteen weeks. At the time of the Armistice thirty-four hundred and eighty men were in the school, and five hundred and forty-two men were still under instruction in February, 1919.

The Aircraft Radio School was transferred from Pensacola to Harvard University about the middle of November.

All together approximately fourteen thousand men were under instruction and about eighty-six hundred graduated, obtaining ratings of Electrician (Radio).

1st class . .	44
2d class . .	1199
3d class . .	7125
	8368

In addition there were two hundred and thirty-two "strikers." The highest attendance was thirty-six hundred, in September, 1918.

Upon graduation the class was distributed to

Submarine Listeners School, New London.

Regular Detail, M. I. T., for training with aircraft.

U.S.S. *Pennsylvania* (25 men) for distribution in fleet.

Remainder, unless specially detailed, — one half to armed guard detail, New York, and the other half equally to armed guard detail at Philadelphia and Norfolk.

¹ Blakeslee was transferred to the European station, where he died. He was promoted Lieut.-Commander March 9, 1918. He received the Congressional Medal of Honor. See Gold Star Record of Massachusetts, page 244.

Lieut.-Commander Ayer, C.O., was succeeded by D. A. Weaver, Commander, U.S.N., March 8, 1919. Lieut. R. S. Wyman, U.S.N., was Executive Officer.

The men were organized as two regiments of four battalions each. The school published a paper entitled the "Oscillator."

The school was officially closed April 15, 1919, and the personnel transferred to Great Lakes.

The following buildings were occupied by the Radio School:

	TAKEN OVER		TAKEN OVER
Cruft Laboratory ¹	April 16, 1917	Palfrey Estate	Jan. 24, 1918
Pierce Hall	April 16, 1917	An instruction drill hall	
Perkins Hall	April 23, 1917	300 feet long, 100 feet wide	
Hemenway Gymnasium . .	Aug. 11, 1917	was erected here in May,	
Hastings Hall	Aug. 28, 1917	1918.	
Craigie Hall	Oct. 28, 1917	Russell Hall	Jan. 29, 1918
Austin Hall	Dec. 1, 1917	College House	April 1, 1918
Divinity Library	Dec. 15, 1917	Cambridge Common . .	May 21, 1918
Winthrop Hall	Jan. 1, 1918	(14 buildings)	
		Weld Boat House	June 1, 1918
		Nineteen 29-foot cutters	
		were used for boat drill.	
		Lawrence Hall	Sept. 14, 1918
		Divinity Hall	Oct. 1, 1918

Many radio schools were established by civilians and by government authorities in and about Boston in order that candidates for enrollment in the Naval Radio School might obtain preparatory instruction.

Soldiers Field was used as a parade ground.

NAVAL OFFICERS' MATERIAL SCHOOL, HARVARD UNIVERSITY

The establishment of this Officers' Material School to furnish junior officers to the Navy was the first of its kind in the country.

There was necessity for large increase in officer personnel to keep pace with expansion of the Navy. Various plans were first essayed, as commissioning men from civil life with nautical but no naval training, but some form of training was necessary. An excellent and efficient prototype existed in the Cadet School of the Massachusetts Naval Militia, which for two years had been operating in training young men of that body who desired commissions. This included week-ends on the U.S.S. *Kearsarge* at Boston Navy Yard. The project was taken up vigorously by Captain James P. Parker, N.N.V., who for some years had been in charge of the Massachusetts Naval Militia.

Two weeks after authorization by the Navy Department the school was in operation at Massachusetts Institute of Technology. The first class consisted of fifty-three cadets, of whom forty-six were graduated and commissioned as ensigns. Four months

¹ Much research and experimental work was carried on at the Cruft Laboratory. One was the successful development in 1917 of an improved device for signaling from front lines to batteries by means of electric currents transmitted through the ground. However, the Signal Corps did not put this apparatus into use. The French had made use of a similar device for some time.

later classes were enlarged to one hundred and fifty cadets, and the school was transferred in October to Harvard University, to secure added facilities. Enlisted men were encouraged to study for this and similar schools.

Later the school was increased from one hundred and fifty cadets to three hundred and sixty, one class graduating every two months. For enrollment men were required to be at least twenty years and eight months of age and to have a high school education and elementary knowledge of trigonometry, etc. While studying they had rating of chief boatswain's mate, and at graduation were commissioned as provisional ensign (deck) in the naval reserve force. The first class, numbering one hundred and eighty-three, graduated in October, 1917, and were commissioned as ensigns. In all, eight hundred and seventy-eight men were commissioned from this school in that grade, mostly for general service. Many served in foreign waters and proved capable officers.

The classes of December, 1918, and from February to April, 1919, were commissioned and placed on "inactive duty." There were six classes in all. The last graduated April 17, 1919.

Yeoman's School opened Jan. 23, 1918. The total attendance was three hundred and ninety-five men. The course extended over ten weeks and instruction was given at Clark Shorthand Institute, McDonald Commercial School, Y.M.C.A., and Franklin Union. So far as known this was the only school in the country for Yeoman Reserves.

NAVAL AVIATION GROUND SCHOOL, MASSACHUSETTS INSTITUTE OF TECHNOLOGY

The Navy established a Naval Aviation Detachments Ground School at Massachusetts Institute of Technology. The school was organized as a regiment of two battalions commanded by cadet officers. Lieutenant E. H. McKittrick, U.S.N., was in command from July 23, 1917, until the arrival of Lieutenant Commander R. W. Cabaniss, U.S.N., Oct. 21, 1917. The students were divided into four classes: at first, of one hundred and fifty men each, and after Aug. 19, two hundred men, and a class entered and graduated every two weeks. The school gave instruction to 5210 cadets, including 391 marines. While in training the men had the grade of chief quartermaster and upon graduation were eligible for commissions as ensigns.

In connection with the United States Naval Aviation detachment training at Massachusetts Institute of Technology a marine detachment was organized June 1, 1918, with Lieutenant (later Captain) Robert J. Archibald in command. The ground course was four weeks. On Aug. 19, when the Navy classes were increased, a corresponding increase was made in the number of marine cadets, forty being sent every two weeks. At the Armistice, 218 marines were at the school. The last class graduated Jan. 18, 1919. The Ground School gave instruction to 391 marines.

COLLEGE NAVAL UNITS

Enrollment of students who volunteered at specified colleges began Sept. 20, 1917, and all inductions for Naval Units were completed by Oct. 1, 1918. A three months' course was required. Inapt students could be transferred to general detail.

Colleges in First Naval District given Units were :

	QUOTA ASSIGNED	ENROLLMENT		QUOTA ASSIGNED	ENROLLMENT
Harvard University . .	400	381	Worcester Polytechnic Institute	60	32
Massachusetts Institute of Technology . . .	400	278	Boston University . . .	50	51
Holy Cross College . .	60	59	Tufts College		100
			Williams College . . .		33

In addition there were "naval sections" in the Students Army Training Corps.

Nov. 27, 1918, orders were received to release all men enrolled in these units, and by Dec. 20, all had been discharged.

STUDENTS NAVY TRAINING CORPS SCHOOLS

Units of the Student Navy Training Corps, similar to the Students Army Training Corps, were established in ninety educational institutions of collegiate grade. In Massachusetts the institutions in which units were established were :

Boston University
College of the Holy Cross
Harvard University
Massachusetts Institute of Technology
Tufts College
Worcester Polytechnic Institute
Williams College

In other New England states the selected institutions were Yale University, University of Maine, Bowdoin College, Dartmouth College, New Hampshire College, Brown University, Vermont University, and State Agricultural College.

By Act of Aug. 31, 1918, provision was made for the Students Navy Training Corps, and on Sept. 12, 1918, the Provost Marshall was authorized to induct 1500 of the registrants of that corps in the Marine Section of the S.A.T.C. In New England, Harvard and Yale were allotted quotas, that of Harvard being 120 and of Yale 100.

In addition to the above, naval schools were established on shore for giving special training. A school for cooks and bakers was established at the Receiving Ship (Commonwealth Pier), Boston, and a Naval Training Camp was established at Bumkin Island. Also an Armed Guard School for the Naval District was set up at Charlestown. Several important special schools were established at Newport and New London.

Provision was made to receive Naval Reservists at Annapolis, and 2300 reserve officers were trained there.

By G.O. N.D. 418, Aug. 13, 1918, the uniform of any given rank or rating in the Navy was made identical, to do away with any distinction between regulars and reservists.

GERMAN SUBMARINES OFF AMERICAN COAST

From May until October, 1918, there were two German submarines operating off the coast of the United States, not, however, the same ships.

The *U-151* left Kiel April 14, and operated off the coast of Maryland, Delaware, and New Jersey from the middle of May until the middle of June, returning to her home base in August.

The *U-156* left Kiel on or about June 15. She is reported to have sunk a vessel off Sandy Hook, July 14, and then turning northeast sailed up the New England coast. Her voyage is mentioned below.

The *U-140* left Kiel June 22, appeared off our coast Aug. 1, and remained there three weeks, returning to Kiel Oct. 25.

The *U-117* left Germany in July and on Aug. 10 sunk several small fishing craft near Georges Bank. Thence she proceeded down our coast to Cape Hatteras, where she sank a vessel Aug. 16. She then turned homeward and was near Sable Island Aug. 26. She reached Kiel in October. This vessel was turned over to the United States after the war.

The *U-155* was the former *Deutschland*, which in her merchant capacity made two voyages to the United States in 1916, the first to Baltimore, the second to New London. Early in August, 1918, having been converted into a warship she left Kiel and passed Udsire, Norway, Aug. 16. She was off the Nova Scotia coast Sept. 20 and proceeded south to a point east of the entrance to Delaware Bay, where she was Oct. 2 when she started on her homeward voyage, and arrived at Kiel Nov. 15.

The *U-152* was of the same type as the *U-155*. She left Kiel the last of August, and passing through the Northern Barrage reached her nearest approach to our coast Oct. 13, having engaged and sunk the U.S.S. *Ticonderoga* Sept. 30. She repassed the Northern Barrage the day of the Armistice, arriving at Kiel Nov. 15.

The German Government, Oct. 20, 1918, by radio ordered that "all submarines return to Kiel."

The total number of American and other vessels of all descriptions sunk by these U-boats on the above cruises was 42, mostly small craft, in addition to one which was salvaged, and seven vessels damaged or destroyed by mines laid by the submarines.

The U-boat campaign in American waters was a failure. It did not result in any changes in sailing schedules, or in recalling from European waters any United States vessel, and the property damage was relatively of no importance.

ENEMY SUBMARINES OFF THE MASSACHUSETTS COAST

On July 21, 1918, at 10.30 A.M., the *U-156* appeared close in on the Cape Cod shore, three miles off Orleans, and opened fire on the tug *Perth Amboy*, Capt. J. P. Tapley, of the Lehigh Valley R. R., and on the four coal barges (*Lansford*, No. 766, No. 403, No. 740), bound from Gloucester for New York, empty except that one barge had a cargo of granite. A fog bank about four miles off hid the submarine, whose presence was discovered when a streak made by the torpedo in the water was seen. As the submarine emerged from the fog, a shell crashed through the deck house of the tug. On the barge *Lansford*, its master, Charles Ainsleigh, was struck by shrapnel.

The shelling lasted an hour and a half, finally resulting in the burning of the tug

and sinking of the barges. This exhibition of poor shooting afforded entertainment to a large company of natives and summer residents who congregated on the beaches. Of the forty-one persons on these craft, including three women and five children, three men were wounded by shell fire.

The crews and passengers landed at Nauset Harbor Coast Guard Station 40.

The Naval Air Station at Chatham sent four hydroplanes to attack the raider but the several bombs dropped failed to explode. The planes were kept at a high level by the submarine guns.

The attack was witnessed by the Boston fishing boat *Rose* upon which the submarine fired five times. She escaped without damage, running into Provincetown.

The *U-156* now proceeded northward and the next day when about east of Cape Ann sank a fishing schooner, *The Robert and Richard*. The submarine next appeared in the entrance to the Bay of Fundy, Aug. 2 and 3, and cruised along the southern end of Nova Scotia. On Aug. 3 the *Muriel* of Boston, a small schooner belonging to the Atlantic Maritime Co., from Gloucester Aug. 2 for Pubnico, N. S., the *Annie Perry*, another schooner sailing from Boston the day before, and the *Rob Roy* were sunk about thirty-five miles from the Nova Scotia coast. On Aug. 4 three Canadian schooners were attacked, one of which was saved, and on the next day a Canadian tanker was burned, two of her crew killed and several wounded by gunfire. Having headed back toward Georges Shoal the submarine on Aug. 8 sank the Swedish steamship *Sydland*, a Belgian Relief Ship en route to Hampton Roads for cargo.

While the *U-156* was attracting attention, the *U-177* was also in the vicinity of Georges Shoal, Aug. 8-10. Thus for about a week the two enemy submarines were within a few hours sail of one another.

Hardly had these two craft passed than the *U-140* ran up to the southern limit of the cruising ground of the *U-156* (Aug. 21) and started for her home base about the same time.

The *U-156* continued her cruise to a point south of the latitude of Philadelphia, then doubled on her course and on Aug. 17 was again in the path of vessels bound in and out of Massachusetts Bay as well as to New York. She then cruised northerly to the entrance to the Gulf of St. Lawrence, destroying a number of small fishing craft as well as some larger vessels, and started on her homeward trip about Aug. 28, about the same time as the *U-177*.

The *U-156* was the only one of the enemy submarines dispatched to the American coast that failed to return to her base in safety. This vessel, which for a brief period had caused some loss and much apprehension to the fishing industry of the north Atlantic coast, attempted to run the Northern Mine Barrage in Area A and was lost Sept. 25.

From Sept. 20 to Oct. 3, the *U-155* passed down the coast from Halifax to the latitude of Baltimore.

CAMP DEVENS

The War Department on May 31, 1917, approved the acquisition of 10,000 acres in the towns of Ayer and Harvard and extending into Lancaster, Shirley, and Bolton. This tract had been recommended by Major-General Clarence R. Edwards, commanding the Northeastern Department, in pursuance of orders received May 7 to select sites for encampments and cantonments for the National Guard organizations of the New England states and for the National Army units to be raised or trained there. About a third of the area used during the war became a permanent Army Post.

This site, which became Camp Devens, and the site upon which Camp Lewis in the state of Washington was located, were the first cantonment sites approved, both on the same day. Camp Devens was the first cantonment ready to receive troops. Accommodations were provided for about 35,000 men.

Mobilizing, training and equipping an army for service overseas necessitated an extensive building program which included construction, maintenance, enlargement and repair of cantonments, camps, posts, depots, storage warehouses, aviation fields, proving grounds, munitions plants, and other projects. This duty devolved upon the War Department. The Cantonment Division of the Quartermaster Corps was created May 19, 1917, to construct the national guard camps and national army cantonments. The Construction Division of the Signal Corps was created May 21, to prepare flying fields and erect and maintain the buildings required by the Signal Corps. On Oct. 5, 1917, all War Department emergency construction was transferred to the Cantonment Division with which the Construction and Repair Division was consolidated Oct. 10, and on March 13, 1918, the organization became the Construction Division of the Army.

"The selection of contractors to carry out the War Department projects in the early days of the war was made by the Emergency Construction Committee of the General Munitions Board, which in May, 1917, made a survey of the contractors of the country and their facilities for work. Upon the request of the Construction Division for a contractor for a certain project, the committee forwarded its recommendations to the Secretary of War for approval. The prevailing type of contract employed was the subject of much comment and criticism; however, a committee of architects, engineers, contractors, and business men, with Professor A. N. Talbot of the University of Illinois as chairman, was appointed by the War Department to consider the various forms of contracts that might be employed, and it unanimously endorsed the type in use, known as 'cost of the work plus a sliding scale percentage with a maximum upset fee.'"

The first contracts for construction were executed June 11, for Camps Devens, Gordon, and Jackson. Work began at Devens on June 13, a day earlier than work was started at any other camp, and this cantonment was the first to be ready. The typical cantonment was planned to hold 40,000 men.

The contract for the construction of Camp Devens was taken by the Fred T. Ley Company of Springfield, who employed as high as 9000 laborers. Mr. Frank B. Rogers was in charge during a period of nine weeks. Lights were switched on Aug. 30, 1917. The whole work was under the supervision of Captain Edward A. Canfield, construction quartermaster. When the first five per cent of the draft reported at Camp Devens there were nearly 600 buildings completed, including 10 regimental headquarters, 199 company barracks, etc. Twenty-five miles of water and sewage pipes, nine miles

of telephone and electric wires had been laid. The cantonment at that time was but one sixth the extent of Camp Devens in 1918, when more than 4000 buildings of every description had been erected and accommodations provided for 50,000 men.

The President called out the National Guard July 9, 1917. The 6th Regiment M.N.G. was encamped at Framingham and on July 8, the 3d Battalion, Major William H. Dolan commanding, was moved to Camp Devens to do guard duty, being followed on the 21st by the remainder of the regiment, under command of Col. Warren E. Sweetser. The regiment marched from Framingham. It remained at Camp Devens until just before the advent of the first increment of the draft, although a large draft was made on it late in August for men for the 104th Infantry at Camp Bartlett.

Company B, 1st Mass. Engrs. (formerly the 1st Corps Cadets and later the 101st Engrs.), was called into the National service in July and ordered to Camp Devens for construction duty and training, and remained there with the Engineer Train, which had been organized in August from personnel of the 6th Mass. Infantry, until Sept. 9, when the regiment was assembled at Boston for transportation overseas.

Captain William H. Fleming, Q.M.C., was Camp Quartermaster until relieved Sept. 10 by Major Edward L. Glasgow, Q.M.C., who, having been promoted Lieutenant-Colonel, was relieved Nov. 30, 1917, by Major John R. Musgrave.

On July 13, the War Department called for 687,000 men of the first draft, of which 37,438 men were to come from New England, including 20,586 from Massachusetts (allowances having been made for 22,448 men from the state who had already enlisted). Of these the first five per cent were to report Sept. 5. A week prior to that date 1000 officers from the Officers Training Camp at Plattsburg reported at Devens, and in addition to the Engineers found about 600 men of the Regular Army there, divided between the Quartermaster and Sanitary Detachments and School for Cooks and Bakers.

General Order, War Department, No. 95, July 18, 1917, designated this cantonment as Camp Devens, in honor of Major-General Charles Devens, U.S.V., who distinguished himself in the Civil War, 1861-1866.

General Devens was born April 4, 1820, at Charlestown, and was a grandson of Richard Devens, a soldier in the War for Independence. He was a graduate of Harvard, 1838, was admitted to the bar, was a State Senator 1848-49, and U. S. Marshall 1849-53. At the outbreak of the Civil War he enlisted, and on April 19, 1861, was commissioned Major; promoted Colonel, 15th Mass. Vols., July 26. He was wounded at Ball's Bluff and at Fair Oaks, and again at Chancellorsville, where he commanded a division of the 11th Corps. He was breveted Major General, April, 1865, and soon after was placed in command of the Military District of Charleston, S. C. He left the service in June, 1866, and was appointed Judge of the Superior Court of Massachusetts, and of the Supreme Court in 1873, from which he resigned March 10, 1877, to become Attorney General of the United States. At the close of President Hayes's administration, Judge Devens was reappointed to the Supreme Court of Massachusetts, and died in Boston, Jan. 7, 1891. He was Commander in Chief of the G.A.R. in 1874.

The order naming the cantonment also designated the camp for the organization and training of the 76th Division, National Army.

The various units to comprise the 76th Division were authorized by General Order No. 101, Aug. 3, 1917. Major-General Harry Foote Hodges, U.S.A., a native of Boston, commanding the 76th Division, assumed command of the Camp Aug. 25, 1917, and on the 28th announced the Division Staff, including Lieutenant-Colonel Merch B. Stewart (Inf.) as Chief of Staff, Major Harry L. Hodges (F.A.) as Adjutant, Lieutenant-Colonel H. F. Dalton (Inf.) as Quartermaster.

On Sept. 5, five per cent of the first draft reported. The next forty per cent were to begin reporting Sept. 19, the whole to report by the 24th. Before the second allotment began to arrive 500 of the first arrivals were transferred, Sept. 18, to the 26th Division, which had already begun moving overseas.

The second forty per cent of the draft were received the first week in October and brought the total of men in camp to 37,000. These men were assigned to units of the 76th Division or to the 151st Depot Brigade.

The 151st Depot Brigade was placed under the command of Brigadier-General William Weigel. The 4th, 5th, and 6th Battalions of the Depot Brigade were designated to receive Massachusetts men. The 1st Battalion was designated to receive men from New York, the 2d and 3d Battalions to receive Connecticut men.

UNITS COMPOSING 151ST DEPOT BRIGADE, DURING 1917, 1918, 1919

(From muster rolls and rosters of Camp Devens in Adjutant General's files)

Headquarters and Medical Detachments, Q.M.C. Detachment.

1st Training Battalion, consisting of 1st, 2d, 3d, and 4th Companies.

2d Training Battalion, consisting of 5th, 6th, 7th, and 8th Companies.

3d Training Battalion, consisting of 9th, 10th, 11th, and 12th Companies.

First muster roll dated Oct. 31, 1917.

Final roster dated May 24, 1919.

Men transferred mostly to Demobilization Group and Casual Detachment.

4th Training Battalion, consisting of 13th, 14th, 15th, and 16th Companies.

5th Training Battalion, consisting of 17th, 18th, 19th, and 20th Companies.

6th Training Battalion, consisting of 21st, 22d, 23d, and 24th Companies.

7th Training Battalion, consisting of 25th, 26th, 27th, and 28th Companies.

8th Training Battalion, consisting of 29th, 30th, 31st, and 32d Companies.

9th Training Battalion, consisting of 33d, 34th, 35th, and 36th Companies.

10th Training Battalion, consisting of 37th, 38th, 39th and 40th Companies.

First muster roll dated Oct. 31, 1917.

Final roster dated Dec. 4-5, 1918.

Men discharged or transferred. (No further details given.)

11th Training Battalion, 41st, 42d, 43d, and 44th Companies.

12th Training Battalion, 45th, 46th, 47th, and 48th Companies.

First muster roll dated June 30, 1918.

Final roster dated Dec. 4-5, 1918.

Men discharged or transferred. (Destination not given.)

13th Training Battalion, consisting of 49th, 50th, 51st, 52d, 53d, 54th, and 55th Companies.

First roster dated Aug. 31, 1918.

Final roster 49th-52d Companies, March 31 to April 24, 1919.

Men transferred to 49th Company, Convalescent Center.

Last roster of 53d to 55th Companies dated Oct. 31, 1918.

Disposition of men not given.

56th Company. No records.

57th Company. Morning Report for August, 1918.

Aug. 27, list of men transferred to Camp Dix and Camp Humphreys, Va. (S.O. 209).

Aug. 30, list of men transferred to 49th Company.

58th Company. No records.

59th Company. Morning Report for August, 1918.

List dated Aug. 26, 118 privates transferred to Camp Dix.

List dated Aug. 26, 70 privates transferred to Camp Humphreys, Va.

List dated Aug. 26, 5 privates transferred to Newport News, Va. (S.O. 214, par. 17.)

60th Company. Morning Report for August, 1918. Transferred to 51st Company.

61st Company. Morning Report for August, 1918.

62d Company. Morning Report for August, 1918.

63d Company. Morning Report for August, 1918. Transferred to Camp Dix, Camp Humphreys, and Newport News. (S.O. 209, 214, and 217.)

1st Development Battalion, consisting of Companies A, B, C, D.

First muster roll dated June 30, 1918.

Final roster, April 1-30, 1919. Discharged or transferred to Casual Detachment.

2d Development Battalion, consisting of Companies E, F, G, H.

3d Development Battalion, consisting of Companies I, K, L, M.

First muster roll dated July 31, 1918.

Final roster, 2d Battalion dated Jan. 22, 1919, transferred to Convalescent Center or to 1st Development Battalion.

Final roster, 3d Battalion dated Nov. 30, 1918. No record of disposition.

4th Development Battalion, consisting of Companies N, O, P, R.

First muster roll dated Oct. 31, 1918.

Final roster dated Dec. 3, 1918. Discharged or transferred.

1st Overseas Casual Detachment, roster Jan. 1, 1919, subsequently 1st Company Convalescent Center.

2d Overseas Casual Detachment, roster Dec. 31, 1918.

3d Overseas Casual Detachment, roster Dec. 31, 1918, subsequently 3d Company.

Convalescent Center, 49 companies, records only of 1-4th and 49th.

First muster roll dated Jan. 31, 1919. Final roster: 1st Company, June 30, 1919; 2d Company, July 10, 1919; 3d Company, July 29, 1919; 4th Company, Apr. 24, 1919.

49th Company rosters of April and May, 1919.

Demobilization Group. 1st, 2d, and 3d Detachments, April 1, 1919, to Aug. 13, 1919.

Schools for Bakers and Cooks, 1st muster roll June 30, 1917. Final roster April 30, 1920.

1st Separate Company, first and final roll dated Oct. 31, 1917. Transferred to Camp Upton, N. Y.

1st Separate Company, first roll dated Oct. 31, 1917. Final, May 21, 1918.

Almost immediately after the organization of the 76th Division, calls came for men to be transferred to southern camps to help fill the southern white divisions. Eight thousand men were called for to be transferred to Camp Gordon, Chamblee, Ga., most of whom went overseas with the 82d Division. An additional draft of 800 men was sent to Camp Upton in response to a telegram dated April 15, 1918, also to be incorporated with the 82d Division just prior to embarkation of that division.

Transfers from Devens to complete units about to leave the country were constant, — single individuals and drafts of only a few men and in large drafts of hundreds and even thousands of men. In fact, so great were the demands on the cantonment for men for organizations at other posts that on April 17, 1918, there were unfilled requisitions for 1805 men. At that time there were but 4323 men in the Depot Brigade available

for transfer, and of these 2226 were physically unfit, conscientious objectors, and alien enemies, in addition to 600 men in quarantine. In January, 1918, 1775 men were transferred to Camp Greene, 225 artillerymen to Camp at Leon Springs, Texas, to join the 5th Artillery Brigade, 5th Division. Various engineer outfits at other posts drew liberally on Camp Devens. Probably 15,000 men had been transferred from Devens during the first six months.

As early as October, 1917, the War Department ordered 180 men transferred to the Medical Department for the Base Hospital with the 41st N.G. Division, at Camp Greene, and in December all surplus Q.M. personnel was ordered to Camp Johnston. In December 300 men were requisitioned for the Q.M. Mechanical Repair Shop at Washington and 181 men to the same duty at Fort Sam Houston.

In March, following a draft of men for the heavy tank company of the 65th Engineers, came an order that all tank units at Devens be sent to Camp Gettysburg, and that 95 men be sent to the 304th Motor Mechanics Regt., Signal Corps, for duty with the Overseas section of the Air Division. The next month a requisition for 244 men for the same organizations at Camp Greene was received.

The first large draft for overseas service was in early March when 4000 men were called for out of the Depot Brigade to proceed to Camp Upton to join the 77th Division, then about to embark.

Camp Devens Automatic Replacement Drafts sailed overseas as follows :

February Draft, Companies 1, 2, 3, on the *Mt. Vernon* from Hoboken, Feb. 27, 1918.

March Draft, Companies 1, 2, 3, on the *Great Northern* from Hoboken, March 12, 1918.

April Draft, on the *Mt. Vernon* from Hoboken, April 19, 1918.

In January, 1918, came the first demand on Camp Devens, originally made in October, however, for colored men to go to Camp Upton. This was followed in April by a requisition for "all colored men of high intelligence" to be sent to that camp to join the 92d Division. In January 57 men were sent to the 184th Brigade, 65 more in March, also to the 92d Division, and May 24, 356 enlisted men were sent to the 367th Infantry, 92d Division. These colored men were received principally from Florida, pursuant to calls of the Provost Marshall March 29 to April 2. No further calls for draftees from the South for Camp Devens were issued until Aug. 1-5, when 3785 colored men were sent from Florida. The entire call was for 5000 colored men, but the balance were from New England states.

The order for a General Review to be held Feb. 18, 1918, names the following organizations :

- Officers Training School
- 76th Division
- Depot Brigade
- 25th, 29th, 33d Engineer Regiments
- 405th Engineer Depot Detachment
- 103d Ordnance Depot Detachment
- 317th Field Signal Battalion
- 401st Telegraph Battalion
- Medical Detachment, Base Hospital
- Quartermaster Detachment (Camp Quartermaster)
- Veterinary Units
- 325th Motor Truck Company

The following units were organized at Camp Devens during 1917 and 1918 :

All units of the 76th Division
 12th Division, except artillery
 151st Depot Brigade
 3d and 4th Officers Training School
 25th Engineers (General Service)
 29th Engineers (Surveying and Printing)
 33d Engineers (General Construction)
 405th Depot Detachment, Engineer Corps
 419th Depot Detachment, Engineer Corps
 446th Depot Detachment, Engineer Corps
 447th Depot Detachment, Engineer Corps
 519th Engineer Service Battalion (colored troops)
 520th Engineer Service Battalion (colored troops)
 602d Engineers (Sappers)
 (All of the Engineer units served overseas)
 443d Reserve Labor Battalion, Q.M.C.
 325th Motor Company, Q.M.C.
 352d Bakery Company, Q.M.C.
 317th Field Signal Battalion
 817th Field Signal Battalion
 Camp Base Hospital
 Base Hospital No. 7 (mobilized at Camp Devens, and built up there)
 1st Mobile Veterinary Unit
 2d Mobile Veterinary Unit
 101st Mobile Veterinary Unit
 Base Veterinary Hospital No. 1 (7 officers, 550 men sailed from Hoboken, April 16, 1918)
 103d Ordnance Depot Detachment
 Also detachment of more than 500 officers and men forwarded to 14th Railway Engineers in France.
 Machine Shop Truck Unit, No. 334 (Sept. 1, 1918, this Unit with 325th Motor Truck Unit and 12th Division Supply Train transferred to Motor Transportation Corps and designated Service Park Unit 334, Motor Truck Company 325, 12th Division).

In addition there were stationed at the cantonment under command of the Camp Quartermaster :

Quartermaster Detachment
 Truck Company, Q.M.C. (325th)
 Bakery Company, Q.M.C. (307th)
 School of Cooks and Bakers, Q.M.C.

In March, 1918, there was also a Special Radio Detachment at Devens.

Beginning with 20,120 enlisted men and 1204 officers in September, 1917, the total officers and men in camp reached 26,756 by October and remained nearly constant at that strength, although at times exceeding it, until February, 1918, when the totals dropped to 24,119. By Jan. 1, 1918, 37,131 men had been inducted at Camp Devens, but the average strength of enlisted men during December, 1917, was but 26,832, showing a loss, chiefly to other camps, of about 10,000 men. A rapid increase in enlisted personnel began in March, 1918, and ran until the end of June, 1918, when there were 46,658 officers and men in camp, which included, in the period January-June, 1918, reception of 36,144 men including 14,670 from other camps. The number of transfers from Camp Devens exceeded 20,000 men, which explains in part the presence of Massachusetts men in divisions organized in other sections of the country.

CAMP DEVENS

Late in May 6000 men were transferred from Camp Upton to Camp Devens, and on June 27, 600 additional men to fill an emergency draft for the 76th Division.

With the departure of the 76th Division the number present dropped to 21,186, only to climb immediately to 44,239 in September. The total number of men in camp in October was 39,887 and in November, 41,506, but by the end of December, 1918, had dropped to 27,261.

The number of officers present during the whole period averaged about 1500, dropping sharply in June and July, 1918, but by November had reached 1422. On June 27, 1918, 100 men qualified for the Artillery Officers Training School.

Colored enlisted men appeared in April, 1918. By June this contingent had reached a strength of more than 4367, dropped sharply in July to 660, and then climbed in the following month to 3959. The number gradually declined to November, but had again increased by the end of December to 2993.

During the whole period, September, 1917, to December, 1918, inclusive, the number of men inducted from Massachusetts at Camp Devens was approximately 38,184, out of a total of 108,690.

Connecticut supplied . .	14,470
Vermont supplied . . .	3,740
New Hampshire supplied . .	4,191
Maine supplied . . .	12,599
Rhode Island supplied . .	2,635
New York supplied . . .	8,667 (all prior to March, 1918, except 414 in September and October, 1918)
Florida supplied . . .	7,570 (received in August, 1918)
Other states supplied . . .	38
Other camps supplied . .	16,596

The inductions from Massachusetts at Camp Devens by months were as follows:

1917		1918	
Sept. 1-15	1029	June 1-15	1400
Sept. 16-30	8235	June 16-30	
Oct. 1-15	8234	July 1-15	8800
		Aug. 1-15	1526
1918		Aug. 16-31	
Jan. 1-15		Sept. 1-15	325
Feb. 16-28	2082	Sept. 16-30	137
Mar. 1-15		Oct. 1-15	
Mar. 16-31		Oct. 16-31	
Apr. 1-15	5604	Dec. 1-15	612
May 16-31	200		
Total			38,184

The number from other camps received from Jan. 1 to Sept. 15 was as follows:

1918		1918	
Jan. 1-15	150	July 1-15	100
Feb. 16-28		Aug. 1-15	240
Mar. 1-15	26	Aug. 16-31	1257
Mar. 16-31	1382	Sept. 1-15	329
Apr. 1-15	244	Sept. 16-30	
May 16-31	5776	Oct. 1-15	
June 1-15	2500	Oct. 16-31	
June 16-30	4592	Dec. 1-15	
Total			16,596

MASSACHUSETTS IN THE WORLD WAR

The total deaths in camp among enlisted men during the year ending Dec. 31, 1918, was 921, the greatest number occurring during the influenza epidemic of September, when 764 deaths occurred. There were six deaths in 1917.

CONSOLIDATED MONTHLY RETURNS, CAMP DEVENS

On File at War Department, October, 1917-June, 1920

ORGANIZATION	FIRST REPORTED	LAST REPORTED
76th Division	Oct. 31, 1917	June 30, 1918
151st Depot Brigade	Oct. 31, 1917	Changed to Demobilization Group May 24, 1919, and demobilized Sept. 30, 1919
25th Engineers	Oct. 31, 1917	Jan. 31, 1918
301st Field Signal Battalion	Oct. 31, 1917	Oct. 31, 1917
Detachment, Q.M.C.	Oct. 31, 1917	July 31, 1918
Ordnance Detachment	Oct. 31, 1917	Dec. 31, 1918
Base Hospital, Medical Detachment	Oct. 31, 1917	July 31, 1918
School for Bakers and Cooks	Oct. 31, 1917	Continuous
307th Bakery Co.	Oct. 31, 1917	June 30, 1918
401st Telephone Battalion	Oct. 31, 1917	Jan. 31, 1918
405th Depot Detachment (Engineers)	Nov. 30, 1917	Oct. 31, 1918
317th Field Signal	Nov. 30, 1917	June 30, 1918
Public Utilities	Nov. 30, 1917	Dec. 31, 1917
	Sept. 30, 1918	Continuous
29th Engineers	Nov. 30, 1917	May 31, 1918
325th Motor Truck Co.	Jan. 31, 1918	June 30, 1918
103d Ordnance Depot Co.	Jan. 31, 1918	Continuous
33d Engineers	Jan. 31, 1918	May 31, 1918
602d Engineers	March 31, 1918	June 30, 1918
Medical Supply Depot	March 31, 1918	Continuous
3d Officers Training Camp	March 31, 1918	May 31, 1918
519th Engineers	April 30, 1918	June 30, 1918
520th Engineers	April 30, 1918	May 31, 1918
Machine Shop Truck 334	May 31, 1918	June 30, 1918
352d Bakery Co.	May 31, 1918	June 30, 1918
42d Infantry	July 31, 1918	See 12th Division
74th Infantry	July 31, 1918	See 12th Division
73d Infantry	July 31, 1918	See 12th Division
212th Field Signal Battalion	July 31, 1918	July 31, 1918
12th Division	Aug. 31, 1918	Feb. 28, 1919
301st Auxiliary Remount Depot	Sept. 30, 1918	Nov. 30, 1919
415th Bakery Co.	Oct. 31, 1918	Nov. 30, 1918
Provost Guard	Sept. 30, 1918	Oct. 31, 1919
325th Motor Truck Corps (new organization)	Oct. 31, 1918	Continuous
334th Service Park Unit	Oct. 31, 1918	May 31, 1919
Medical Detachment	Nov. 30, 1918	Feb. 28, 1919
443d Reserve Labor Battalion	Nov. 30, 1918	June 30, 1919
747th Motor Truck Co.	Jan. 31, 1919	May 31, 1919
36th Infantry (Cos. E, F, G, and H on Detached Service)	Jan. 31, 1919	Continuous
73d Artillery, C.A.C.	Dec. 31, 1918	Jan. 31, 1919
817th Service Park Unit	March 31, 1919	April 30, 1919
26th Division Headquarters Detachment	April 30, 1919	April 30, 1919
443d Service Battalion	May 31, 1919	June 30, 1919
Demobilization Group	May 31, 1919	Continuous
Infantry, R.O.T.C.	Organized June 2, 1919	Demobilized Aug. 2, 1919
13th Infantry (Cos. C, D, G, and K on Detached Service)	Feb. 28, 1920	Cos. C and D continuous Co. G not on March 31 1920 report Co. K not on June 30, 1920 report

The men inducted into the National Army were either assigned directly to the 76th Division or to the Depot Brigade, and in some instances directly to an engineer regiment or other special troop organization. The training of the 76th Division was continually interfered with by orders to forward men to fill up divisions and special troop units going overseas. It was intended by the War Department that the 76th on reaching France should become a Depot or Replacement Division, but it seems to have been treated as a replacement division almost from the first. Not only did the division suffer losses of the best of its personnel but that was also true of the Depot Brigade, which was supposed to train men for replacements in the division.

The welfare of the men at Camp Devens was the especial care of the various organizations recognized by the War Department. The Red Cross, the Y.M.C.A., K.C., the Jewish Welfare Board, within the cantonment and the Salvation Army, and War Camp Community Service outside. These, in connection with other special agencies and individual efforts, brought into the life of the soldiers many things which otherwise would have been lacking and served to keep up the morale of the whole body of troops and to allay the apprehensions of members of their families. There were also Officers and Enlisted Men's Clubs in their separate buildings.

Entertainment was provided by these organizations. Also a large theater which would accommodate 3000 men, was opened Feb. 11, 1918, which was so far as practical managed by representatives of the men who had the help of the War Camp Community Service. This theater was named the "Liberty Theater," one of a chain of camp theaters.

The influenza became epidemic at Camp Devens in September, 1918. The first cases were noted Sept. 8, just previous to the review held Sept. 14, and upon that occasion there were 2000 cases in camp. The next day this number rose to 3000.

During the month of September there were 14,000 influenza cases and 3743 cases of various types of pneumonia.

After the first week the number of new cases diminished rapidly and three weeks later the situation was normal. The deaths were about seven per cent of all cases. The highest death list on any one day was on Sept. 27, when 81 men died. At the end of the epidemic there were 400 nurses serving the Base Hospital, double the number at the start. This included the Nurses Training School. Men from the Sanitary Train, 12th Division, were detailed to aid the nurses. Five nurses at the Base Hospital died.

In September, special schools were organized, each designed to give instruction in some specific duties of the soldier. Instructors were aided by officers and non-commissioned officers who had seen actual battle service on the western front and had been placed at the disposal of the War Department by the British and French Governments. Later these veterans were supplemented by instructors sent from the A.E.F.

The winter of 1917-18 was extremely cold. At Camp Devens the mercury fell as low as 20 and sometimes 30 degrees below zero. The well-devised heating system and other arrangements to meet such a contingency prevented undue suffering, and the health of the camp was good. Yet training under such extremes of weather and even under ordinary winter conditions at Camp Devens called for all that was in the men. But at that it was better to be there than at some of the southern camps, where proper housing conditions did not exist and where the mud was worse than the snow and ice at Devens.

Some wag composed the ditty known as the "Devens Weather Dirge."

" Sherman said that war was Hell,
 'Twas fifty years ago,
 But Sherman never was at Ayer,
 So Sherman didn't know.

Hell is hot, but Ayer is not.

It's twenty-eight below!

That's why we're going 'over there.'

Hip, hip, hurrah, we'll give them three times three,

Hip, hip, hurrah, no more cold Ayer for me.

Sherman said that war was Hell,

But Hell would freeze in Ayer,

That's why we're going over there."

A camp with comfortable barracks was established at Still River, a locality in Harvard, a few miles from Ayer, and here were interned the German prisoners received from time to time. About one hundred prisoners of war, sailors from the ship *Kronprinz Wilhelm*, were transferred from Fort McPherson, Ga., June 3. The prisoners were employed in farming a 200-acre tract.

The Third Officers Training Camp was organized at Camp Devens Jan. 5, 1918, and aspirants from the 76th Division and Depot Brigade were assigned to the schools established. The school closed April 19. The next school opened in May and received about a thousand aspirants, many from the various schools and colleges in New England.

Late in November, 1917, General Hodges was ordered temporarily to France to study conditions on the actual front. He returned Feb. 13, 1918. During his absence General Weigel was in command of the cantonment. In March General Weigel was ordered to report to the 28th Division at Camp Hancock.

On June 24, 5500 aliens in the 76th Division were naturalized, preparatory to the departure of the division. After the organization of the 12th Division, other large blocks of aliens received naturalization.

On July 31, 1918, the War Department published an order governing the raising of troops for a "Slavic Legion" to be composed of Jugo-Slavs, Czecho-Slovaks, and Ruthenians. Companies, if possible, were to be composed of men of the same race. Italian regiments were also authorized to be organized on the same basis. All officers lower in grade than field officers of these regiments were to be, so far as practical, of the same racial groups as the men in their companies. This plan did not progress far. However, there was a battalion known as the "Foreign Legion," composed of six companies. These companies represented Poles, Italians, Greeks, Syrians and Armenians, Russians, Lithuanians. The officers were mostly Americans.

A set of colors was presented to this organization Oct. 26, 1918, known as "Italian Day," by D. Chauncey Brewer, of Boston.

As late as Aug. 27, there were about 1000 non-English speaking men in the 12th Division and arrangements were being made to transfer them to the Development Battalion.

After the last great drafts from the cantonment to fill the 77th and 82d Divisions, opportunity was afforded to bring the 76th Division to a condition warranting inspection for overseas duty. This occurred in June, and it became known that the division would soon leave the cantonment. A grand review was held June 19. An advance party left for overseas, and on July 2, General Hodges departed. The elements of the division began leaving camp July 3, and the last left July 15. Embarkation was from Boston, Hoboken, and Halifax.

The departure of the 76th left the strength of the cantonment at about 21,000, all services. Base Hospital 7, which had been mobilized at Camp Devens, left for overseas at the same time as the 76th Division. At this time announcement was made that the new 12th Division, a regular army division, would be organized at Camp Devens,

and men obtained from the draft, who had, during the last two months, been sent to Fort Slocum, Camp Dix, and even other posts, were now ordered to Camp Devens.

The 36th and 42d Infantry were ordered to Camp Devens to become the nucleus of the new division. The 36th arrived from Fort Snelling, Minn., and the 42d was assembled at Camp Devens in July and August from the various ports and cities where it had been doing guard duty.

During the period between the departure of Gen. Hodges and the arrival of Gen. McCain, cantonment commanders were Brig.-General McNair, Brig.-Gen. Stewart, Col. George L. Bygrove, and Col. Parmerter.

Major General McCain, who had been the Adjutant General of the Army from the commencement of the war, was assigned to command the 12th Division. He arrived at Camp Devens Aug. 20, and assumed command of the cantonment, complying with orders dated Aug. 17.

His advent was hailed with great satisfaction. He was accompanied to camp by Governor McCall. Immediately steps were taken to institute the course of intensive training which resulted in the 12th Division being ready in fifteen weeks for transportation overseas. An advance party left camp in October and proceeded to France by way of England, and reported to Chaumont just prior to the day of the Armistice. This detachment rejoined the division at Devens Dec. 27. Had hostilities lasted a few days longer the division would have been en route.

Demobilization began at Camp Devens Nov. 29, the first men to be discharged being taken from the Depot Brigade. On Jan. 7, 1919, orders were received to discharge fifty per cent of the strength of the 12th Division as of Nov. 13, 1918. The disintegration of the division proceeded rapidly thereafter, and only men who had enlisted in the regular army were retained.

The 42d infantry was ordered to Camp Upton, Dec. 4.

Prior to the Armistice some wounded casualties had been received from France, and immediately after the Armistice others arrived. In December men from other camps who belonged to New England began arriving at Devens for discharge, few at first, then in increasing numbers.

A Convalescent Center was established in December, 1918. The first detachment of wounded New England men, mostly from the 26th Division, arrived Dec. 4. This detachment numbered 41. On the following day 43 more arrived. The Convalescent Center received men from southern ports as well as from hospitals, all having first passed through the Base Hospital.

On Dec. 11, 1120 officers and men, chiefly belonging to Air Service units which had been stationed in England, arrived, having reached Boston on the *Canopic*. On Dec. 13, the Headquarters troop, Headquarters Detachment, and Ambulance Company, of the 76th Division returned. The 301st Engineers and the Artillery, which had survived the breaking up of the Division and had been used as Corps troops, arrived later. The first arrivals were mustered out Dec. 17.

As Camp Devens had been designated as a demobilization camp, it became necessary to set up an organization to handle the thousands of men who would pass through the camp.

On April 5 it was announced that the demobilization of the 26th Division would be accomplished by Cantonment Headquarters, acting through the Division Commander. The personnel was to be divided into four groups: (1) those officers who desired discharge at Camp Devens and enlisted men inducted at points within a radius of 350 miles of the camp; (2) those officers who desired to be sent to other camps for

discharge and men inducted outside the above-mentioned limits, but who desired to remain until after the parade of the division in Boston; (3) those who fell into the second group, but wished immediate discharge; (4) officers and enlisted men belonging to the regular army, comprising officers holding permanent or provisional commissions and enlisted men enlisted prior to April 2, 1917, or recalled from the Regular Army Reserve or of the Enlisted Reserve Corps.

Demobilization of the 26th Division was completed April 29, 1919. The demobilization of the 12th and 26th Divisions was followed by that of the 301st Engineers and Headquarters Detachment of the 76th, and by the 14th Engineers.

Aside from the troops sent to Camp Devens for demobilization, various elements of the 32d Division, a Middle West division, passed through the camp.

Gen. McCain, while awaiting orders for demobilization, had set on foot plans to establish schools in which the camp personnel would obtain instruction in crafts and other work which would fit them to take industrial positions as soon as discharged.

The "Camp Devens Institute," as it was planned to name this school, would have accomplished much, but the demobilization of the troops at the cantonment interfered with this program.

Brig.-Gen. Palmer E. Pierce, having reported at the Cantonment, was given command of the 151st Depot Brigade, April 11, 1919.

On May 17, a Demobilization Group under command of Brig.-Gen. Michael J. Lenihan, designated as Demobilization Officer, was established. Gen. Palmer was relieved from command of the 151st Depot Brigade and assigned as assistant to the Demobilization Officer, with especial duty of supervising the Convalescent Center and Development Battalion, Receiving Division, Sanitary Process Plant, and Officers Discharge Center. Later Gen. Lenihan took over all matters pertaining to demobilization and Gen. Pierce became Demobilization Officer, his former duties being largely taken over by Brig.-Gen. Merch B. Stewart (June 1).

Changes in command and supervision of details occurred from time to time as the season wore on.

On Aug. 11, 1919, the Base Hospital became "The Camp Hospital, Camp Devens."

By the summer of 1919 the Cantonment had taken on the aspect of an ordinary army post, much too large for the troops quartered there.

Gen. McCain was succeeded by Col. George L. Bygrove July, 1920, who in turn was succeeded September, 1920, by Col. Connolly, commanding the 13th Infantry, which had been stationed at Camp Devens since February. Col. Gerhardt was in command for a short time in November. Brig.-Gen. Mark L. Hersey assumed command Nov. 28, 1920.

The history of Camp Devens is of especial interest to New Englanders in spite of the fact that a large number of Massachusetts men in the army never saw the camp. Thousands of Massachusetts men were inducted or enlisted into the service at Camp Dix and Fort Slocum, and at other camps and army posts.

The story of the cantonment is well told in "Forging the Sword" by William J. Robinson, published in 1920, and further details may be learned from the Surgeon-General's Reports.

Total inductions at Camp Devens to Nov. 11, 1918, were 93,819.

TRAINING OVERSEAS

From the Report of the Chief Signal Officer, War Department Annual Report, 1919, Vol. I, Pt. I.

"In the first organization of the general headquarters of the American Expeditionary Forces there was no training section of the General Staff, distinct as such. Training was included among the duties of the operations section. Early in August, 1917, an additional staff section especially for training was organized and thereafter directed all training activities throughout the American Expeditionary Forces. The first great problem arising from the great expansion of our Army was the education of officers who in turn might train their men. Some officers received more or less training in the camps at home, but all, nevertheless, had to be oriented as to new weapons and formations after arrival in France.

From the reports of our Allies, it early became certain that we should need in France at least 30 per cent of our first-line strength in replacements ready at short notice to fill the regiments depleted in action. For various reasons a six-division corps was adopted. Each corps was to have four combatant divisions and two replacement divisions. One of these replacement divisions was to be established in some convenient training area behind the general position of the combatant divisions. Its function was to hold and train replacements in officers and men all the way from the division commander to the private soldier. It was then upon demand to forward officers and men of all grades to the first-line divisions. The sixth division of corps, the second of the war replacement divisions, was to be called the depot division and to be stationed near the ports. It was to receive drafts from the United States, and give them simply individual training, including target practice. From the depot division men would be sent to the first replacement division for the completion of their training.

This replacement scheme, for various reasons, was not carried into full effect. But it entered into training matters because upon it was necessarily and conveniently hung the entire school system for the Expeditionary Forces.

In view of the fact that the divisions at the front, *i.e.*, the four combat divisions of each corps, were mobile divisions whose location was expected to shift more or less continually, it was not possible that they should have more excess baggage in the way of schools or installation back of a line than was absolutely necessary. The first replacement division, however, was expected to remain continuously in one area, and therefore the area of this division was in principle used to accommodate the schools of the corps. At the same time some coördinating influence behind the schools of the several corps was essential; otherwise divergencies would soon begin to exist in the direction of the tactical thought and tactical training of the several schools.

This necessity for the coördination of the Corps schools was made by the establishment of the group of Army schools, one of whose great functions was the training of instructors for the Corps schools. It was the aim of the Corps schools to train officers as rapidly as possible so that they might return to their organizations and in turn train their men.

Upon the completion of each course officers were graded in accordance with the work they had done, the best being rated as instructors for corps school.

Before taking up their duties as instructors, however, it was the scheme to send them first to the Army schools, where they received intensive additional training, and then return them to troops for front-line service, where they remained until recalled for duty as instructors at some one of the Corps schools.

These were the governing principles of the training program. But in the beginning it was found difficult to carry out this program as originally planned. Those men graded as of instructor caliber were necessarily good men and were, therefore, being constantly demanded by the various staffs undergoing expansion. Our instructors, too, had a very marked habit when they went to front-line duty of becoming casualties. With it all, the scheme of systematic progress through Corps and Army schools, duty at the front, and return to schools as instructors, had many setbacks, but little by little, as the war progressed, it was found possible to approximate more and more closely to the original scheme.

In addition to these broad functions of the Corps and Army schools, the Army schools contained in the original scheme an Army staff college for the training of staff officers, and for the training and selection of soldiers' candidates to be promoted to the grade of officer. By these two schools it was proposed to meet the needs of the forces in the two directions where greatest difficulties were anticipated; by one producing a steady flow of officers up into the lower grades and by the other a steady flow of officers into the constantly increasing staffs.

In October, 1917, the First Corps schools were established at Gondrecourt, Meuse, followed by the establishment of the Second Corps at Châtillon-sur-Seine (Côte-d'Or) in January, 1918, and the Third Corps schools at Clamecy, Nièvre, in August, 1918.

These schools were originally planned to take commissioned and non-commissioned officers from the corps for a month's training and return them to their organizations, to serve as instructors therein. They were to function under command of the Corps Commander and all the branches of the service were to be represented; thus the First Corps schools comprised the Infantry School, the Artillery School, the Aviation School, the Engineering School, the Gas School, the Signal School, the Medical School, etc. Later it was found more practicable to concentrate the artillery organizations in certain training centers and train the whole organization rather than the officers and certain non-commissioned officers only. For this reason the Artillery schools were taken from the First and Second Corps schools and none was formed at the Third Corps schools. This, together with the fact that it was more practical to increase the size of the established schools rather than to form a new school for each corps as it arrived from the States, led to the decision to keep all schools directly under the training section of the General Staff.¹ Although operating in this capacity and receiving students from divisions regardless of their corps and from the Services of Supply, they continued to be called First, Second, and Third Corps schools, a misnomer that caused some slight confusion in the minds of the officers of the American Expeditionary Forces.

In the maneuvers given at the end of each course, the Engineers, all the Infantry arms, the Air Service, and Signal troops were combined to show the student the relation between the different branches of the service, and let him know what was expected of his arm and what he might expect from the other branches.

In this way the student went away from the school more or less of a specialist in one arm or one service, but having a clear understanding of the tactical handling of all the arms in attacks and retirements of bodies of troops up to and including the battalion. This, then, in general, was the purpose of the schools, to give the student a complete technical knowledge of one weapon, to install in his mind proper tactical ideas and give him a basis on which he could build up for himself correct solutions of any tactical problem that might confront him under actual battle conditions in the line.

¹ The number of officers graduated from the army and corps schools as given in the Final Report of Gen. Pershing, p. 13, were 13,916, and of non-commissioned officers 21,330.

The general methods of signal instruction and the subjects taught were the same in each of the three corps schools. Therefore it has been chosen to describe in detail only one of the corps signal schools, selecting that one, namely, the Second Corps Signal School, for which the available data concerning its activities were the most complete.

The First Division School, located on the outskirts of Gondrecourt, Meuse, became the First Corps School, the first session of which began Oct. 15, 1917. The signal school of the First Corps Schools was started at this time and was discontinued in November, 1918. The director and the instructors were detailed from the graduates of the schools, and as far as practical from graduates who had seen service at the front.

Each session lasted four weeks, with an intermission of one week between sessions. The signal instruction was divided into three sections.

The Second Corps Signal School was organized in January, 1918, at Châtillon-sur-Seine (Côte d'Or) as a part of the Second Corps Schools. The director was Lt.-Col. Hanson B. Black, Signal Corps; the senior instructor was Maj. Harry G. Chase,¹ Signal Corps. Beginning on Feb. 5, 1918, the school was in operation until April 19, 1919. During this period 10 regular courses and 2 courses to field officers were given. The first 2 regular courses were five weeks long, the remainder were four weeks. The 2 courses were given for Field Officers in connection with the Field Officers' School and were 54 and 40 hours in length, respectively.

The First Division, composed almost entirely of recruits, received its first training in France in the Gondrecourt area during the summer of 1917, alongside and in reality under control of a French division. The result was not entirely satisfactory, due perhaps to the lack of a general plan. With the organization of a training section at general headquarters early in August, 1917, it was decided to write a detailed program for the First Division and to supervise its execution. It was also decided that the training of all divisions as they arrived in France, should be in conformity with the programs written and supervised by the training section of the General Staff. These were based upon the progress of the divisions before arrival in France, and the anticipated time before they would have to go into line. By preparing programs in this manner and by compelling adherence thereto rather rigidly, uniformity in methods and a satisfactory efficiency in training were brought about. Moreover, members of the training section had been in France from the beginning, had visited the best of the French and British schools, and were familiar with their methods of training. The training section was therefore better prepared to draft a program which would work than was a division headquarters just over from the United States. The First and Second Divisions, and all succeeding ones, were trained in accordance with this plan.

In the fall of 1917, it seemed that divisions could be allotted a training period of about three months after arrival in France. Early programs were accordingly for that period. Short as was the period covered by these programs, it was soon found that circumstances invariably intervened which prevented their being carried out as drawn. Early in 1918, consequently, a short four-weeks program for the first phase of the training was prepared, leaving the programs of later phases to depend upon what the enemy situation afterwards permitted.

In spite of the enforced shortening of the period of training of the division, the basic idea of three months' training was retained. In plan the program was divided into three phases, the first consisting of a month's maneuvers in a training area behind the line, the second of a few battalions with French units, and the third being taken up with more work behind the line again, when special attention and instruction was given the regi-

¹ Formerly commanding the Massachusetts Signal Corps and later the Field Signal Bn., 26th Div. See page 151.

mental, brigade, and division commanders, and their staffs to accustom them to functioning together under assumed conditions which were made to resemble as closely as possible the incidents likely to be met when against the enemy. During the second period our higher commanders and staffs would be working with the corresponding French headquarters as observers and students. The third and final period, then, would come with the withdrawal of the division to a training area behind the line where another four weeks of training, chiefly for the higher units, was to take place.

That constituted the very modest scheme adopted for the training of our divisions in France. But even that it was not always found practicable to give them. During the emergency of May, June, and July, 1918, several divisions, usually selected from those who seemed to have made the greatest progress in the United States, had to be put into quiet sectors with considerably less than the preliminary four weeks of training, and only in a few cases did any division get a full four weeks in the last period. The time actually obtained for this last period usually ran from six days to two or three weeks.

During its training period and its periods in the line, whether in a quiet or an active sector, each division was under observation by a member of the training section of the General Staff. Deficiencies were corrected as far as possible by suggestion and instruction, and a special training program, based on his observations, was prepared for the division each time it came out of action for a period of recuperation.

However, in the case of the Signal battalions¹ the subsequent Signal training programs were not materially changed from the early program, the subject of signaling being of a nature requiring the personnel to work out its own salvation rather than to follow out a set series of exercises.

With the coming of the great German offensive in March, 1918, the transportation of American troops was speeded up to the limit of available shipping. The tactical situation made it expedient to send the divisions arriving in British bottoms to train with the British. Ten divisions (less their artillery) which reached France in May and June were placed in the British sector and were so trained. Programs and methods of training were much the same as in the French areas, except that for these divisions assistants were British officers and men instead of French. Periods were divided into three phases — a preliminary one in the training area, then in the line by battalion in British units, and a short period for smartening up and training of higher units. But here as elsewhere the German interfered and compelled the shortening of the last period in most cases and of the first period for half the divisions."

¹ See Report of the Chief Signal Officer for many details covering divisions as well as Signal Units in France, page 1250.

SEVENTY-SIXTH DIVISION

The 76th Division was organized at Camp Devens, Mass., September, 1918, by Major-General Henry F. Hodges, who trained the division, and commanded it in France during its functioning as the 3d Depot Division. During his temporary absence in France, in the winter of 1917, Brigadier-General William Weigel was in command. General Weigel later commanded a brigade in the 28th Division.

The organization of the division with the localities whence came the personnel of the units as originally formed are shown in the table below.

As organized the 151st Infantry Brigade was commanded by Brig.-Gen. F. H. Albright; the 152d Brigade by Brig.-Gen. F. D. Evans; and the 151st Artillery Brigade by Brig.-Gen. William S. McNair.

151st Infantry Brigade:

301st Infantry, Col. Frank Tompkins. Men from Boston, Brookline, Cambridge, Chelsea, Everett, Winthrop.

302d Infantry, Col. C. C. Smith. Massachusetts.

302d Machine Gun Battalion. Massachusetts.

152d Infantry Brigade:

303d Infantry, Col. J. F. Preston. Eastern New York.

304th Infantry, Col. J. S. Herron. Connecticut.

303d Machine Gun Battalion. Connecticut.

151st Artillery Brigade:

301st Artillery, Col. George M. Brooks. Massachusetts.

302d Artillery, Col. Daniel F. Craig. Vermont, Connecticut.

303d Artillery, Col. Arthur S. Conklin. Maine, New Hampshire.

301st Trench Mortar Battery. Connecticut.

301st Machine Gun Battalion. Connecticut.

301st Engineers, Col. F. A. Pope. Rhode Island.

301st Engineers Training. Uxbridge.

301st Field Signal Battalion. Lawrence chiefly, with additions.

301st Supply Train. Brockton and Fitchburg.

301st Ammunition Train. Massachusetts.

Headquarters Troop and Military Police, Col. George H. Estes. Massachusetts.

Headquarters Troop. Lowell.

As finally organized, Massachusetts men were found in every unit of the division.

The 76th Division was trained with great care, and it was a severe disappointment to officers and men to learn that the division had been designated as a replacement division, and in fact had been so used from the first. Many thousand men had been contributed by the division to other organizations before Christmas, 1917, and soon after that 1100 men were taken from the various units to go to Camp Greene to complete a southern division.

Just before the 77th Division sailed, 2500 men were taken from the units of the 76th to build the 77th to strength before sailing.

Orders reached Camp Devens June, 1918, for the division to go overseas. The first organization to leave was the advance detachment, June 26, which sailed from New York June 28, arriving at Liverpool July 10, and then proceeded to Gondrecourt for training in the schools there. This party reported at division headquarters Aug. 29.

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The remainder of the division sailed on the following dates :

SHIP	DATE	PASSENGERS	ORGANIZATIONS
<i>Aquitania</i> From New York	July 5		301st Inf.
<i>Cedric</i> From New York	July 6		302d Inf.
<i>Burma</i> From Montreal	July 6	1308	Regt. Hdq., Hdq. Co., Det. Med. Dept., Det. Supply Co., Hdq. 1st Bn., Cos. A, B, C, D, 303d Inf. (38 officers, 1270 men)
<i>Poona</i> From Montreal	July 7		Det. Med. Dept., Supply Co., Ord. Det., M.G. Co., Hdq. 2d Bn., Cos. E, F, G, H, 303d Inf.
<i>Ajania</i> From Montreal	July 11	1241	Hdq., Hdq. Det., Motor Bn., Hdq. Horsed Bn., Ord. Det., Med. Det., Cos. A, B, C, D, E, F, G, 301st Mobile Ord. Repair Shop, 301st Amn. Train
<i>Cardiganshire</i> From Boston	July 8	1733	301st Train Hdq. and M.P., Hdq. Det., Med. Det., Vet. Det.; Cos. A, B, 301st Mobile Vet. Section; Hdq. Det., Ord. Det., Med. Det., Cos. A, B, 301st M.G. Bn.; 1ldq., Med. Det., Cos. 1, K, L, M, 3d Bn., 304th Inf.
<i>City of Brisbane</i> From Boston	July 8	946	Hdq. 2d Bn., Med. Det., Cos. E, F, G, H, 304th Inf.
<i>Derbyshire</i> From Boston	July 8	1191	(15 officers) 302d M.G. Bn.; (4 officers) Co. A, 303d M.G. Bn.; Med. Det., Hdq. 3d Bn., Cos. 1, K, L, M, 303d Inf.; Supply Co., M.G. Co., 304th Inf.
<i>Ajaz</i> From Boston	July 8	1075	Hdq., Med. Det., Cos. A, B, C, D, 302d M.G. Bn.; Co. A, M.G. Co., 303d M.G. Bn.
<i>Katoomba</i> From Hoboken	July 14	1981	Hdq. 301st Amn. Train (18 officers); Supply Co., Bty. A, 301st F.A. (7 officers, 273 men); Field and Staff, Hdq. Det., Med. Det., Cos. A, B, C, D, E, F, 301st Engs., 301st Trench Mortar Bty. (1 officer); 302d F.A. (28 officers)
<i>Winifredian</i> (2539 total) From Boston	July 16	1121	Med. Det. and Bty. A, 303d F.A.; 301st Supply Train; Hdq. 151st F.A. Brig.; Casual Det. (153 men, 1 officer)
<i>Miltiades</i> From Boston	July 16	1337	Field and Staff, Hdq. Co., Med. Det., Ord. Det., Supply Co., Bty. B, C, D, E, F, 303d F.A.
<i>Novara</i> From Boston	July 16	1116	Hdq., Hdq. Co., Med. Det., Vet. Det., Bty. B, C, D, E, F, 301st F.A. This contingent was transferred at Halifax.
<i>Port Lincoln</i> From Boston	July 16	1213	Field and Staff, Hdq. Co., Supply Co., Med. Det., Ord. Det., Bty. A, B, C, D, E, F, 302d F.A.; 301st Trench Mortar Bty.
<i>Lancashire</i> From Boston	July 19	201	76th Div. Casual Det. (200 men, 1 officer)

Upon arrival in France July 25, Gen. Hodges received the following telegraphic order :

"Immediately on arrival of elements of 76th Division in 3d Depot Area these units will be skeletonized and all but necessary training cadres detached and sent by marching, if necessary, to 1st Depot Division, so that they may be equipped and sent forward from that place on urgent emergency requisition for replacements from 3d Corps."

The same day the division was designated as the 3d Depot (base) Division, located in the St. Amand-Montrond Area.

The divisional artillery was sent to the vicinity of Bordeaux for training, except the 301st regiment, which trained at Clermont-Ferrand. The 301st was brigaded with the 346th F.A., and assigned as army artillery.

The 151st Artillery Brigade, less the 301st Artillery, was attached, Oct. 19, 1918, to the 2d Colonial Division (French), 2d American Army, in a sector extending roughly from Bonzée to Vigneulles. Headquarters were established at St. Mihiel Oct. 19.

On Nov. 10 and 11, this artillery supported the 33d and 81st Divisions in their attack. On Nov. 13, the brigade was assigned to the 4th Army Corps and passed into 2d Army reserve Nov. 17. On April 13, the units sailed for Boston.

There were no battle casualties. The last two regiments returned to Boston, docking April 26 and May 3, 1919, and muster out was completed May 7.

The 301st Engineers were assigned to the 4th Corps as corps troops, and were in the St. Mihiel and Toul Sectors, Sept. 12–Nov. 11. The 301st Field Signal Battalion¹ was assigned to the 6th Corps and was stationed in the Marbaeche Sector Sept. 25–Nov. 11. All of these elements of the division are credited with battle participation.

It was estimated that 2450 men would be required to maintain the depot division.

The 302d Infantry was sent direct from Le Havre to Bordeaux and there served in the Service of Supply until ordered to join the division in the St. Amand Area.

Immediately upon arrival in the divisional area orders were issued transferring officers and men from the 301st, 303d, and 304th Infantry to the 1st Depot Division at St. Aignan. These troops were to move Aug. 1–Aug. 6, at the rate of 1000 a day; 5 officers and 200 men from the Provisional Machine Gun Regiment, which had been formed from the machine gun battalions, were also transferred.

On Aug. 3 the 1st Provisional Company, Headquarters Detachment, was formed, and each of the three infantry regiments were ordered to transfer 1 officer and 60 men to this unit, to which, also, the provisional machine gun regiment contributed an officer and 20 men.

The dates of transfer of the infantry of the division to the 1st Depot Division indicate roughly the combat divisions, among them the 1st Division, reached by two thirds of the enlisted personnel of the 301st, 303d, and 304th Infantry. Other transfers took place later, and it is reported that when the 1st Division received about 8500 replacements before returning to the Meuse-Argonne front lines early in October, that great numbers of men formerly in the 76th Division were received. The 84th Division, also used for replacements, certainly furnished the 1st Division with large numbers of replacements, as did the 85th Division earlier.

The 3d Corps took over a battle sector south of the Vesle Aug. 3, and this fact accounts for the Massachusetts men in the divisions which fought on that front. The 76th Division supplied replacements mostly to the 42d, 1st, 28th, and 79th Divisions, but men from this division appear in many other combat divisions.

The 302d was not used for replacements until the latter part of October, most of the men going into combat divisions which had lost heavily in the Meuse-Argonne.

Headquarters of the division were opened at St. Amand-Montrond July 23, and continued there until Nov. 18, when they closed, and the same day opened at St. Nazaire.

A classification camp was established at Orval.

About 80 men, chiefly from the headquarters company, were assigned to the Army Transport Service detachment at Marseille. This detachment, numbering about 250 men, served as checkers at the docks, part of the Port Terminal Detachment under command of Major Percival M. Churchill, commanding the 538th Engineer Service Battalion.

The motorized section of the Sanitary Train was also detached from the division.

The 3d and 5th Depot Divisions were discontinued in pursuance to orders of Oct. 29, and, on the same date, the 31st, 34th, 38th, 39th, 76th, 84th, and 86th Divisions were skeletonized. The untrained replacements in the 3d Depot Division (76th Div.) and in the 5th Depot Division (39th Div.) were sent to the 1st or 2d Depot Divisions. Small

¹See page 153.

cadres were to be retained for the care of records. Field officers, captains, and lieutenants were to be available as replacements and general officers and surplus field officers to be reported to the Personnel Bureau, G.H.Q., for assignment.

Dec. 13, the Headquarters Troop and Detachment and Ambulance Company arrived at Camp Devens from France, the skeletonized division, 440 men, 27 officers. They had sailed on the *Kroonland* to New York. These men were mustered on Dec. 17, 1918.

151ST INFANTRY BRIGADE

The 301st Infantry left Camp Devens July 4, and embarked at Hoboken July 5 on transport 510, the *Cedric*, sailing the next day. Liverpool was reached July 17 and Le Havre July 25, via Romsey, where the regiment remained at the American Rest Camp July 18-24, and Southampton.

From Le Havre the regiment proceeded to the St. Amand Area, arriving July 27, and on July 30 orders were received to transfer 20 officers and 1800 men in two detachments, to move Aug. 1 and 2 to the 1st Replacement Division at St. Aignan.

The strength of the regiment June 30 at Camp Devens was 101 officers and 3708 men. On July 31, the strength was 95 officers and 1837 men, and two months later, 74 officers and 881 men. In early November the Headquarters detachment of the 1st District, 3d Depot Division [dissolved Nov. 1], and the men of the machine gun company which in August had been transferred to the Provisional Machine Gun Regiment, 3d Depot Division, were absorbed, thus increasing the regimental strength to 72 officers and 1115 men. Nov. 8, the regiment proceeded to St. Aignan and was skeletonized, 71 officers and 1212 men being transferred to the 1st Depot Division, leaving a permanent cadre of 1 officer and 16 men, which proceeded from St. Aignan to its new station at Montorchard, Nov. 9, and thence in due course to St. Nazaire.

The 302d Infantry sailed on the *Aquitania* from Hoboken July 5, and reached Liverpool July 12, Winchester the same day, and Le Havre July 16, whence it moved to Bordeaux July 19, and was at Camp 2, Genicourt, on that day. Cos. A and B were sent to St. Sulpice, D to Le Souge, G and H to Perigeux, and K, L, and M to Le Courneau, all in the vicinity of Bordeaux, July 23 and July 24. Here they were assigned temporarily to the Service of Supply.

The regiment July 31 had a strength of 105 officers, 3510 men, and had lost but 6 men by Aug. 31.

On Aug. 30 the stations of the regiment were as follows: Headquarters Co. and band at Genicourt. Machine Gun Co. and Supply Co. at St. Sulpice, also Cos. A and B. Cos. C and I were at Genicourt; Co. D at Le Souge; E, G, and H at Perigeux; F at La Pallice; K, L, and M at Le Courneau. Cos. C and I and Headquarters Co. moved to Bassens in September, and also Co. L. The Machine Gun Co. was at St. Sulpice Sept. 30.

Oct. 10 the regiment entrained at Bastide for St. Amand, which was reached Oct. 12. The strength was reported as 80 officers, 1009 men, which, except for the Headquarters Co. organized Oct. 17 as Headquarters, 3d Depot Division (4 officers, 215 men), were ordered to Depot Division at St. Aignan as replacements.

152D INFANTRY BRIGADE

The 303d Infantry, less the 3d Battalion, left Camp Devens July 5 for Montreal and sailed from Halifax for London. After a day or two in the rest camp at Winchester, Eng., the regiment proceeded via Le Havre to Venesme and La Celle, July 29. The

3d Battalion sailed from Boston for London, via Halifax, and arrived at Uzay, France, July 29. The strength June 30 was 96 officers, 3685 men, and Aug. 31, 69 officers, 1048 men. On Aug. 1, 24 officers, 2000 men were transferred to 1st Depot Division at St. Aignan, to move Aug. 5 and 6.

Cos. I, K, L, M and Headquarters Co. during August received replacements for instruction.

The 304th Infantry had a similar history. On July 30, 24 officers and 2000 men were ordered sent to the 1st Replacement Division at St. Aignan, to move Aug. 3 and 4, and other transfers were made. On Nov. 7, the regiment having been largely skeletonized, Co. D (2 officers, 56 men), Co. H (4 officers, 69 men), Co. I (4 officers, 105 men), were at Châteauneuf.

302D FIELD ARTILLERY

The officers originally assigned to this organization were from the 2d Battery, 1st Provisional Training Regiment, Officers Training Camp at Plattsburg. On the completion of the Camp Aug. 15, the newly commissioned officers received orders to report at Camp Devens on Aug. 29. Colonel Craig met the officers of the newly organized regiment Aug. 30, and outlined plans for receiving the first increment to be assigned from the draft.

Ten non-commissioned officers were assigned to the new regiment from the 14th Field Artillery, as a training nucleus. By Sept. 10, 153 recruits had been received. Vermont and Connecticut furnished the original personnel for this regiment, the men from Vermont going into the 1st Battalion, those from Connecticut into the 2d Battalion. On Sept. 22, twenty-two men were transferred to the 103d Field Artillery, 26th Division.

The morning report of Oct. 4 showed an enlisted personnel of 1413, the greatest strength attained by the regiment.

On May 21, and during the last days of June, 1918, the regiment received 502 men from Camp Upton, bringing it up to required war strength.

The 302d Field Artillery, less most of the officers (who sailed from New York), and the 301st Trench Mortar Battery sailed for Halifax on the British transport *Lincoln* from the B. & A. Pier, Boston, July 16, 1918, in company with two other transports.

The convoy left Halifax July 20 and the *Lincoln* reached Liverpool July 31, having sustained fruitless attack off the Irish Coast, July 30, by two enemy submarines.

Bordeaux was reached Aug. 8, via Southampton and Le Havre, and the regiment found billets near Cadijau, at Ville-nave d'Ornon and Pont de la Maye. Here the regiment was reorganized as a motorized "4.7" rifle regiment in three battalions, and on Sept. 5 moved to Camp de Souge about eight miles from Bordeaux, for training.

S.O. 299, Hdq. B.S. 2, S.O.S., Oct. 27, 1918, ordered the regiment to the Second Army for duty as corps artillery. The regiment was stationed at Rupt-en-Wœvre from Nov. 2, and was in position Nov. 8 on the ridges west of Les Eparges and St. Remy. This was in rear of the lines held by the 33d Division from Fresnes to Wadonville, which faced the German lines from Marchéville north through Riaville.

The first shot was fired at midnight Nov. 6: "the first shot ever fired at the Germans from American-built field artillery."

On Nov. 11 the batteries were not allowed to fire even when request was made of Brigade Headquarters at St. Mihiel, the answer being returned at 10.30 A.M. that hostilities had ceased. Yet at that moment the 81st Division was engaged in a stiff battle to the northeast of the battery positions of the 302d Artillery which were being shelled with gas.

At eleven o'clock firing ceased, but there was no demonstration: the sight of men lying in the fields, needlessly killed these last hours of the war, did not serve to encourage jubilation.

Rupt was left on Jan. 8 and the regiment returned to Camp de Souge, where it remained during the influenza epidemic of January, in company with the 303d Artillery. Thence the command moved to embarkation camp at Pauillac, March 19. Two weeks later part of the regiment sailed on the *Santa Rosa* and the remainder, April 21, on the *Canandaigua*. The transports reached Boston April 26 and May 3. The regiment was mustered out April 30 to May 7, 1919.

The regiment had 174 men from Massachusetts on its rolls; 338 from Vermont, 262 from Connecticut, 174 from New York, 63 from New Hampshire, 54 from Maine; in all 33 states, 1 territory, and 2 foreign states (England and Canada, 1 each) were represented.

Eleven men died, all of disease.

301ST ENGINEERS¹

This regiment and 301st Engineer Train were organized at Camp Devens. The newly commissioned officers assigned to the regiment received engineer training and their commissions at Camp A. A. Humphreys, having prior to that been members of the 15th New England Company, 1st Provisional Training Regiment, at Plattsburg.

The regiment as organized was commanded by Colonel Pope, with Lieutenant Colonel Downing second in command.

This regiment was known as a Rhode Island unit, from the fact that as originally constituted its ranks were filled by assignment of the entire increments of the draft arriving in September from that state. The train was similarly formed by assigning to it the men coming from Uxbridge, Mass. The following month, however, about four hundred men were taken from the regiment and some from the train and the regiment was reorganized, the ranks being filled by men picked from the Depot Brigade. At all times, however, the majority of the personnel was from Rhode Island.

The advance party sailed from Hoboken June 28, 1918, on the *Justitia*, proceeding by way of England to Gondrecourt, rejoining the regiment at Drevant, Aug. 29.

The train left camp July 12 and sailed from Montreal on the *Durham-Castle*. The ships forming this convoy put into Cardiff, Wales, landing the first American troops to reach that port. Three submarine attacks were experienced.

The regiment sailed July 14 on the British transport *Katoomba* (sunk by submarine attack on return voyage) from the Bush Terminal, New York, and arrived in the area where the 76th Division was billeted, about St. Amand, Montrend, Cher, via Liverpool, Southampton, and Le Havre. The train rejoined on Aug. 7.

The last of August Colonel Pope was transferred to command of the 315th Engineers, 90th Division.

On Sept. 9 the regiment with train entrained for Toul, under command of Lieutenant Colonel (later Colonel) R. L. Whipple, and arrived there on the 11th; and was attached to the 4th Corps as Corps Engineers, and as such participated in the St. Mihiel Offensive.

The first battalion proceeded to Flirey. Eventually each company of the regiment was assigned to some particular sector of lateral, divisional, or corps roads in this area. The first casualties (14 officers and men) were experienced Sept. 14.

For a brief period from Sept. 22, the 2d Battalion found itself again under direction of Colonel Pope, having been assigned to the vicinity of Fey-en-Haye.

¹ See "The 301st Engineers, A History, 1917-1919." Boston, 1920.

The 1st and 2d Battalions of the 51st Pioneer Infantry were attached to respective battalions of the 301st Engineers until the third week in November, and participated with the 301st in the feint attack on St. Julien, Nov. 10.

After the Armistice the regiment became part of the Army of Occupation, moving forward Nov. 18 and reaching the Rhine at Brohl, Dec. 18. Here the regiment remained until departure for home. On June 5, 1919, the 301st Engineers, with the 301st Sanitary Train, the Headquarters of the 81st Brigade, and several casual companies, embarked at St. Nazaire on the *Calamares*, and on arrival at Boston proceeded to Camp Devens for demobilization.

Massachusetts men who died while attached to the 76th Division numbered 73. Of these the following organizations are credited as follows:

301st Inf.	7	301st F.A.	6	301st Engrs.	16
302d Inf.	11	302d F.A.	2	301st Field Sig. Bn. . . .	6
303d Inf.	2	303d F.A.	3	301st Sanitary Tr. . . .	2
304th Inf.	2	301st T.M. Bty. . . .	1	301st Tr. Hdq. & M.P. . .	1
302d M.G. Bn. . . .	4	301st Amn. Tr. . . .	4	301st Supply Tr. . . .	8

TWELFTH DIVISION

The 12th Division was organized at Camp Devens, Mass., July 30, 1918. This Division was built upon the 36th and 42d United States Infantry, and comprised the following units: 23d Brigade, consisting of the 36th and 73d Infantry and the 35th Machine Gun Battalion; 24th Brigade, consisting of the 42d and 74th Infantry and the 36th Machine Gun Battalion; 12th Field Artillery Brigade, comprising the 34th, 35th, and 36th Field Artillery, 12th Ammunition Train, 12th Trench Mortar Battery, 12th Light Mobile Ordnance Repair Shop; 34th Machine Gun Battalion; 212th Engineers and Train; 212th Field Signal Battalion; 12th Train Headquarters and Military Police; 12th Supply Train; 12th Sanitary Train, and Bakery Company 352.

Maj.-Gen. H. P. McCain, commanding the division, assumed command of Camp Devens Aug. 20, 1918, pursuant to orders dated Aug. 17, 1918.

The 42d Infantry was the first unit of the division to arrive at Camp Devens, late in July, coming from various stations at cities and ports where it had been doing guard duty. The 36th Infantry, which had been stationed at Fort Snelling, Minn., arrived at Camp Devens, Aug. 13. The 73d and 74th Infantry had already been organized, the personnel being largely drawn from the Depot Brigade; the 73d by Maj. Arthur B. Hitchcock and the 74th by Maj. George C. Donaldson, but to each regiment were transferred non-commissioned officers and men from the older organizations.

Col. James B. Kemper was given the 73d and Col. Oliver H. Dockery, Jr., the 74th. The 36th was commanded by Col. Almon L. Parmerter; the 42d by Col. Osmun Latrobe. Brig.-Gen. John N. Hodges, who had commanded the 6th Engineers on the British front during the German offensive in March, 1918, was in command of the 23d Brigade, and Brig.-Gen. John E. Woodward, of the 24th Brigade.

The 212th Engineers were commanded by Col. M. C. Tyler, and the 212th Field Signal Battalion by Maj. Hamner Huston. The machine gun battalions were commanded by Maj. Charles F. Holly, Oliver M. Dickerson, and George E. Wilson. Col. John D. Long commanded the 12th Train Headquarters and Military Police. Other

divisional officers were: Lt.-Col. Robert A. Rolfe, Quartermaster; Col. George C. Shaw, Inspector; Lt.-Col. Condon C. McCormack, Surgeon; Lt.-Col. Philip H. Stoll, Judge advocate; Lt.-Col. Fred G. Miller, Signal officer; Maj. Percival Dove, Ordnance officer; Capt. Frederick J. Lyon, Gas officer; Lt.-Col. Ira A. Smith, Machine gun officer; Capt. Paul O. Cooper, Veterinarian. Col. Abraham G. Lott was Chief of Staff and Maj. Charles C. Quigley, Adjutant.

Brig.-Gen. G. R. Allen commanded the 12th Artillery Brigade, which was organized at Camp McClellan, Alabama, and which never joined the rest of the division. Hence the 12th Division was never assembled at one station.

The 12th Division was given intensive training. Not only was its personnel already partly trained when the division was organized, but it benefited from the start from the presence of instructors who had been sent from the A.E.F.

The division held its first general review on Sept. 14, at which time it was reported that there were 2000 men ill of the influenza. The following day 3000 cases were reported, and the number of cases increased until fully 10,000 were being treated at one time. Training continued, notwithstanding the influenza epidemic which had broken out at Camp Devens the middle of September, and in fifteen weeks from its organization the division was pronounced fit to go overseas. Orders were received, all made ready for embarkation at an early date, and an advance school detachment had actually reached Chaumont before the Armistice; but that event led to a change in plans.

The 42d Infantry were ordered to Camp Upton, Dec. 1, and left Camp Devens on Dec. 4. On the 27th the advance detachment, which had gone overseas in October, returned from France, 77 officers, 82 men. They had traveled to France *via* England, and had actually attended the schools at Chaumont half a day before the announcement of the Armistice.

On Jan. 7, 1919, orders were received to discharge 50 per cent of the strength of the division as of Nov. 13, 1918, and soon all but the regular troops had received their discharge and the division was demobilized.

The 12th Division was essentially a New England division. Approximately 68 per cent of the personnel was from the following states: Massachusetts, about 37 per cent; Maine, about 18 per cent; Connecticut, about 6 per cent; Vermont, about 4 per cent; New Hampshire, about 3 per cent.

The division in September, 1918, had been named by General McCain the "Plymouth Division," and the shoulder insignia showed a soldier of the first Commonwealth period.

The 36th Infantry remained at Camp Devens after the demobilization of the division.

FOURTEENTH ENGINEERS

The 14th (Railway) Engineer Regiment was organized in Boston. Officers and men were taken from all of the railroads operating in New England. Companies A, B, D, and F were recruited in Boston; C in Portland, Me., and E in New Haven, Conn.

On May 5, the following instructions were issued by the Adjutant General to Lieutenant Colonel William V. Judson at Fort Myer in regard to the organization of the 4th Reserve Engineers, the name of which was later changed to the 14th Engineers (Railway):

"Secretary of War directs upon your arrival Boston you expedite organization of Fourth Reserve Engineer Regiment vicinity Boston and assigns you to command. Authorizes you to inform all men they will be discharged at end of war and they will not be subject to draft into other forces while serving in regiment, and that regiment will be called into active service as soon as sufficiently organized. Special function of regiment railway operation. Make every effort to secure enlisted personnel suitable for that work being guided by Paragraph two hundred Military Railway. Recruiting officers directed to make enlistments and you can continue enlistments by reserve medical officer if assigned. Make no additional assignments of officers as railway men will be assigned. Lieutenant Atkins ordered to report to you for duty as Adjutant. Wire progress recruiting daily to Chief of Engineers. Keep Department commander advised. He has been wired concerning your authority."

On the same date the Chief of Engineers informed the Adjutant General that the Secretary of War had given directions which prevented Lieutenant Colonel Judson from being assigned to the engineer regiment to be raised in Boston. He recommended that Major W. P. Wooten, Corps of Engineers, be placed in command.

On May 10, 1917, Major (later Colonel) William P. Wooten and First Lieutenant (later Major) Layson E. Atkins, both of the Corps of Engineers, U.S. Army, came to Boston to raise and organize the "Fourth Reserve Engineers." Major Benjamin W. Guppy (later Lieutenant Colonel) was assigned to the regiment May 16, 1917. Headquarters was established in Barristers Hall, 25 Pemberton Square, and within an hour after the offices were opened, two men presented themselves for enlistment. They were requested to return the next day. James F. Everett did so and was enlisted on May 11, the first man to enlist in the regiment. The other candidate, Everett E. Gardner, enlisted a few days later.

On May 7, the Chief of Engineers wrote to Major Wooten giving his instructions to expedite the organization of the Fourth Reserve Engineers. In part he said:

"Your regiment is intended for service in France on railway lines of communication as a Railway Operation Regiment as soon as it can be made fit for duty. There is no objection to your making the statement that the regiment is slated for immediate service abroad.

"Mr. S. M. Felton, President, Chicago and Great Western Railway, is now going over the list of reserve officers already commissioned and applicants for commission with a view to selecting the best railway men possible for assignment as battalion and company officers. It is expected, however, that there are certain reserve officers, who, on account of their knowledge of local conditions and general all round fitness are absolutely essential for securing enlistments. Make prompt recommendation for assignment to active duty status with your regiment of any such reserve officers."

"The Secretary of War has approved the following:

- (a) The enlisted men will be given their discharge at the end of the war.
- (b) They will not be subject to draft into other forces while serving in these regiments.
- (c) They will be called into active service at once. That is, enlistments will be made in the

Engineer Enlisted Reserve Corps. The organization will be called into active service as soon as sufficiently recruited and as soon as clothing and equipment can be secured.

"You should make prompt investigation and report with a view to securing a suitable place for mobilizing the regiment. It is possible that you may be able to obtain the use of a suitable building as temporary barracks. The Quartermaster Corps is very short of tentage.

"Intelligent common labor is considered entirely suitable for enlistments to fill grades of privates."

The Adjutant General wrote to the Department Commanders under date of May 5, notifying them that the Secretary of War had directed immediate organization of reserve engineer regiments. It was the intention to recruit these regiments from the engineer enlisted reserve, the officers to be generally from the engineer officers reserve corps.

On May 8, the Chief of Engineers wrote to the District Engineer Officers at Boston, New London, Newport, and Portland, stating that orders had been issued directing Major Wooten to expedite the organization of the 4th Reserve (Railway Operating) Regiment. He directed that they assist in getting enlistments of men suitable for this regiment. He also stated that the regiment would be called into active service at once. Major Wooten left Washington Barracks, D. C., May 9 and arrived in Boston May 10.

On May 14, General Order 61 was issued by the War Department, authorizing and directing the Commanding Generals of the Departments in which the reserve engineer regiments were stationed, to order into active service any or all members of the enlisted reserve corps who had been assigned to such regiments, at such time as their services might be required.

The Chief of Engineers had for several months been in close touch with the national engineering societies, railway officers, highway engineers, and large contracting companies. He expected, through them, to be able to command immediately any number of fully equipped engineers for railway work as well as equipment. Writing on May 10, he stated that Mr. S. M. Felton, who since June, 1916, had been the Official Railway Adviser to the Chief of Engineers, had been directed by the Council of National Defense to oversee and make all necessary preparations for the railway regiments.

At this time, there were 1200 railway engineers employed by the Government and the railroads, engaged on the work of appraising the railroad systems, and many of these were available for the railway regiments.

The Chief of Engineers advised Major Wooten on May 10 that no tentage was available for the use of the troops and suggested the possibility of obtaining permission to use state armories or hire large buildings. On June 18, the Chief of Engineers reported to the Quartermaster General that the regiment was ready to mobilize, but was unable to get authority to hire shelter, and recommended that the Depot Quartermaster be instructed by wire to secure the necessary shelter at once. The next day a lease was made of Rockingham Park near Salem, N. H. The regiment began to arrive at camp on June 25.

After a conference in New York the heads of New England railways were asked to coöperate by nominating suitable officers for the regiment. J. H. Hustis, receiver of the Boston and Maine Railroad, and chairman of the Northeastern Department special committee on national defense of the American Railway Association, was asked to handle the railroad end of it. The regiment owed much to him for his energy and interest.

By May 31th, 844 men had enlisted and thereafter rapid increase of recruits resulted, so that by June 15th, 426 men had been accepted. On June 9 the designation of the regiment was changed to 4th Engineers (National Army) and on July 13 to 14th Engineers (Railway).

Company F, the first to reach full strength, together with regimental headquarters was called into active service and assembled at Rockingham Park, Salem, N. H., June 25, 1917, on which date the strength of the regiment was 1064 men. On June 28, the remaining five companies assembled there. Training was begun at once and every effort made to equip the men.

On July 5, Mr. Felton, writing to General John Biddle, who was to command the nine railway regiments, explained their make up. Part of his remarks follow :

"There are three 'Operating' regiments that have been promised to the English Army and are to operate the English railways in France. These 'Operating' regiments were originally made up in accordance with the railway operating regiment referred to in Professional Papers No. 32 on page 98, but, later, at the request of the English government, were somewhat modified. The 'Operating' regiment has in its makeup enough men to operate a railroad, with the assistance of such labor as may be required. In other words, the companies are composed of men in train service, maintenance service, shop service, and they are all qualified to take care of the operation of a railroad, with the exception of common labor, which it was intended to provide either from the ranks of the army or otherwise, as might be deemed best. These regiments were originally started at the time of our Mexican trouble and then organized for service abroad, as you know.

"Under the head of 'Operating' Regiments, are the Second, Third, and Fourth. I attach statements of the makeup of each.

"The Lieutenant Colonel of each of these 'Operating' regiments is supposed to be a railway operating official with the rank of General Manager or General Superintendent, or capable of filling those positions; the Majors are qualified to be assistant General Managers or Assistant General Superintendents; the Captains are Division Superintendents or capable of filling that office; the Lieutenants are the Division Superintendent's staff, consisting of Train Masters, Master Mechanics, Division Engineers, or Chief Dispatchers; the non-commissioned officers are Track Supervisors, Round House Foremen, Bridge Foremen, Road Foremen of Engines, etc.; the privates are Conductors, Engineers, Firemen, Breakmen, Yardmen, Section men, etc.

"As to the officers of these regiments no seniority rule can well be followed in promotions. If a Lieutenant Colonel should have to give up his position for any cause, the senior Major might not be at all suited for his place. If the position of Major is vacant, the senior Captain might not be qualified to take his place. We have to consider these men according to their qualifications in their civil life and the mere fact that some received their commissions before others should not interfere with the efficiency of the organization. The Colonels and Lieutenant Colonels of these regiments know all about the qualifications of their men and I am only referring to this so you will understand how important it is in case of promotions.

"At the time the Secretary of War authorized these nine regiments, the Third was under way as an 'Operating' regiment, having been authorized on Feb. 3, 1917, with the idea of going to Mexico.

"The First, Second, and Fifth were also actually under way, having been started as pioneer regiments.

"I found that the Second could be changed into an 'Operating' regiment, and the First and Fifth into 'Construction' regiments; and they have been completed along those lines.

"However, I think the Third Regiment, having been started as an 'Operating' regiment, is probably the best organized for that purpose. But, taking them all in all, these 'Operating' regiments can do almost everything; the Brakemen can all be firemen; the Firemen can all run locomotives; most Conductors can run an engine; and most Brakemen can be Conductors; and I am not much disturbed about their ability to fit into any situation.

"But, please bear in mind that these regiments, while made up of men as a rule expert in the character of work they are expected to do, have practically no military training. They have only had a few weeks in which to learn to march and acquire some knowledge of handling arms but they are not in any sense fit for the work of pioneer regiments or any military service of importance. The first thought was to send some contractors and railroad men over as civilians, with competent men to

take charge of them, but this was found to be impracticable and the organizations I have described are the result of the effort to place the civil organizations under military control as a matter of discipline, convenience in handling, and because General Joffre urged that all the men be enlisted instead of going over as civilians."

On July 25 the regiment, 37 officers and 1168 men, entrained for New York. As the four troop trains made their way through New England, every station and almost every passing train greeted them.

At dawn, on July 26, the troops detrained in Harlem, and going aboard barges were taken down the East River and round the Battery to the S. S. *Adriatic*. The ship sailed July 27, proceeding to Halifax, where a convoy was made up which sailed Aug. 1 and arrived at Liverpool Aug. 12. Here the regiment entrained for Borden. On Aug. 15, the regiment paraded in London, being reviewed by the King and Queen, and made a marked impression. That was the first appearance of foreign troops in London since 1688.

Two days later the regiment crossed the channel and went under canvas at St. Martin's Camp, Boulogne.

After a few days of instruction in gas defense a detachment of two officers and twenty men proceeded to Beaumetz-les-Loges, the first men from the regiment to reach the front. On the following day (Aug. 21) the regiment entrained at Boulogne for Boisleux-au-Mont, a few miles from Arras.

The question of equipment at this time was acute, but the required amount of clothing, blankets, and other supplies was eventually obtained.

The regiment was assigned to light railway work, which caused considerable feeling among the men, who being competent broad-gauge men, disliked working on "toy" railroads. They soon learned, however, that the light railway had most of the problems of a broad gauge one, and in addition, a considerable number of difficulties of its own, and had the advantage of taking the regiment into the thick of active duty right up to the line. The territory over which the regiment operated trains was between Arras and Albert. About one third of the advance system of the light railways of the Third (British) Army was turned over to the regiment. This work required the services of comparatively few of the 14th's personnel, hence the operation and maintenance of a system of salvage lines centering at Pozieres was also assigned to the regiment and the remaining strength was utilized in maintenance work. In addition three detachments were sent out on special duty.

The first of these detachments, consisting of nineteen men, was sent Aug. 23 to Bapaume to take charge of the erection of a locomotive shed, the installation of water facilities, and general construction work. The detachment's work was so satisfactory that it was continued on similar work in that vicinity, even after the Third Army had taken over the area.

On Sept. 17, a detachment of twenty-one men was sent to Achiet-le-Grand, to take charge of a car repair shop for the light railway of the Third British Army. Repair and construction work on cars at Achiet-le-Grand continued until March 18, 1918, when it moved to Blairville. On March 24, the German advance forced the evacuation of Blairville and the detachment returned to the regiment.

On Sept. 25, 1917, a detachment consisting of some of the most skilled mechanics was sent to Berquette for duty in the Central Light Railway Repair Shops. They remained on duty there until the evacuation of the shops on April 13, 1918, when they also rejoined the regiment.

During the first few days of the German drive in the spring of 1918, the 14th Engineers kept their lines open as long as possible, carrying ammunition forward and bringing

back wounded men. Ambulance trains were run regularly between Croisilles and St. Leger Junction and between Wancourt and Henin to Beaumetz. As the drive gained ground, different parts of the system were abandoned. The regiment lost several men, casualties from shell and machine-gun fire.

In the meantime it has been determined to increase the strength of the railway regiments.

On Nov. 22, 1917, the Chief of Engineers requested that Camp Devens be called upon to supply reinforcements for the 14th Engineers to the number of 534 men, these men until going overseas to be attached to the engineer regiments in training. On Feb. 27, 1918, a detachment of one officer and 528 men sailed on the *S. S. America*. These men were from the 25th and 301st Engineer regiments at Camp Devens.

Boisieux Camp was abandoned March 22 and the regimental baggage, together with all supplies and railway equipment of value, was moved to Beaumetz. The German drive continuing, the regiment was moved again. Regimental headquarters was established at Fosseux; the 1st Battalion pitched camp at Hauteville and the 2d Battalion at Berneville.

The first work of importance was to restore railway communication. Portions of Companies A and F were set to work ballasting the line from Berneville to Beaumetz and in establishing a car repair shop in Fosseux yard. Some men were assigned to assist the 31st British light railway company, operating the Arras system. A new line was started from Fosseux to Savy; the line between Fosseux to Saulty-l'Albert was operated; and engine-house facilities were installed at Berneville.

On April 25, 1918, regimental headquarters and Company A moved to Saulty-l'Albert and the construction of a line to Basseux was begun.

During this time strenuous efforts were made to fit the regiment for combat work and the men were drilled in machine-gun and bayonet fighting. Early in May more than half the light railway mileage in this area had fallen into the hands of the enemy, causing a surplus of light railway troops. Hence the 14th Regiment was given a "period of rest." On May 19 the Hauteville and Berneville detachments broke camp and entrained for Calais.

The work assigned to the 1st Battalion in this "rest" area was the construction of a standard gauge railway comprising two miles of single-track main line, two spur tracks of approximately one mile each, a storage yard of four 1000 feet tracks, a classification yard of five 2000 feet tracks, a "Y" connection, and a bridge.

The 2d Battalion had the construction of a transshipment yard between the broad-gauge and meter-gauge railways at Vendroux, which included a spur track, an eight-track double-ended meter-gauge yard, two loading tracks, a half mile of meter-gauge main line with a "Y," a highway into the yard, water facilities, and an engine pit.

The work of both battalions was completed in July.

During this period the regiment suffered severely from an epidemic of influenza and the area was also subjected to several bombing raids. On July 6 Colonel Wooten was relieved from duty with the regiment to become Chief Engineer of the 3d American Army Corps and later of the 3d American Army.

On Aug. 1 camp was broken and the regiment entrained to join the American forces. Its work with the British was finished.

The 12th and 14th Engineers were designated by Headquarters, A.E.F., as "light railway regiments." From their personnel was selected the nucleus for a Department of Light Railways which later became the Division of Light Railways and Roads.

The 1st Battalion of the 14th Engineers detrained at Mézy, and was attached to the 3d Army Corps. Companies were sent to Le Charmel and to Jaulgonne. Regimental headquarters was established at Château-Thierry and with the 2d Battalion was attached to the American 1st Army.

During the following two months companies and detachments from the regiment were stationed in many towns and villages in the Château-Thierry area. All kinds of railroad and highway repair and construction work took place, including the building of several new lines of tracks.

Early in September the various companies were assembled and sent to weak points in the area in the event of an enemy counterattack. By Sept. 9, however, plans had been changed and the regiment was assembled at Reuilly prepared to entrain. The 1st Battalion was detached for duty with G-4, Paris Group, to take charge of salvage operations in the Château-Thierry district, the old Third Corps area, and remained there until Oct. 3 suffering casualties from enemy shell fire, thence it proceeded to Abainville in the Gondrecourt area, where it remained until the spring of 1919.

In the meantime the regiment, minus the 1st Battalion, was sent to the Verdun area in preparation for the Meuse-Argonne offensive. The command was finally settled in locations near Clermont, attached to the Second French Army for light railway work until such time as the First American Army "took over." The plan of the French was to construct a double-track light railway from Aubreville to Varennes as soon as the drive had commenced. For this purpose there were attached to the 14th a detachment from the 69th (French) Foot Regiment for grading, two companies of the 56th Pioneer Infantry for grading and quarrying, and two companies of the 808th Pioneer Infantry (colored) for quarrying.

The drive started at 2.00 A.M. Sept. 26, 1918. The first day's advance in front of the 14th was of so great extent that the German light railway system in the vicinity of Varennes and Cheppy was taken over. On Oct. 2, the 14th was ordered to take over the operation of the light railways in the territory captured from the enemy. Regimental headquarters was established in Cheppy. Soon, however, the regiment was ordered to Rattentout to take over the light railway system operated by the 12th Engineers. This system taken over at Rattentout consisted of connections with the French Haudainville lines, another line connecting with the French system to the west, which in turn joined the American system in the Argonne and other lines.

The work of the regiment consisted in serving the right flank division of the 1st American Army and the adjoining left flank of the 2d American Army with rations, water, and ammunition.

On Nov. 5 and 6, Company F, assisted somewhat by Company E, completely rationed the 33d, 35th, and 81st Divisions. Having only 14 steam engines and two tractors these companies handling in one day 120 cars or 600 tons of rations in addition to the ordinary daily traffic of about 700 tons. The average haul was 18 kilometers.

The Armistice failed to materially change the work of the regiment. On Nov. 30 the regiment was transferred from the 1st Army to service with the Director of Light Railways, and was employed in salvage operations until Feb. 25, 1919, when the regiment was ordered to prepare for departure to the United States. It sailed from Bordeaux under command of Colonel Louis de B. Lovett on the transport *Dakotan* on April 17, arrived in Boston ten days later, and proceeded to Camp Devens. It was mustered out of service during the first few days of May.

Total casualties 29; one killed in action. Nine Massachusetts men died while members of this regiment.

COAST ARTILLERY CORPS

COAST DEFENSES, BOSTON

TABULAR VIEW OF COAST ARTILLERY CORPS ORGANIZATIONS, 1901-1920,¹ MASSACHUSETTS

COAST ARTILLERY SERIES 1901 AND DATE OF ORGANIZATION	FORT SERIES 1916	COAST DEFENSE SERIES EFFECTIVE AUG. 31, 1917	ORIGINAL DESIGNATIONS AS UNITS TRANSFERRED WHOLLY TO A.E.F. ¹	SUBSEQUENT CHANGES IN DESIGNATION IN A.E.F. 1918 AND COAST DEFENSES 1918-1920	PRESENT DESIGNATION COAST DEFENSES AND HEAVY ARTILLERY REGIMENTS (1920)
1815 7th Co.	1st Co., Ft. Banks	12th Co., Boston	Bty. K, 6th Prov. Rgt.	Bty. K, 51 Arty. 6th Bty., Howitzer Rgt. Bty. D, 44th Arty.	Bty. D, 44th Arty.
1847 9th Co.	1st Co., Ft. Warren	7th Co., "			7th Co., Boston
1847 46th Co.	3d Co., Ft. Strong	11th Co., "	Bty. C, 6th Prov. Rgt.	Bty. C, 51st Arty. Bty. C, 43d Arty.	Bty. C, 43d Arty.
1861 52d Co.	1st Co., Ft. Rodman	1st Co., N. B'dfd			1st Co., New Bedford
1899 59th Co.	1st Co., Ft. Andrews	2d Co., Boston			2d Co., Boston
1901 83d Co.	4th Co., Ft. Strong	8th Co., "	Bty. C, 55th Arty.		Bty. C, 55th Arty.
1901 96th Co.	1st Co., Ft. Revere	1st Co., "	Bty. A, 55th Arty.		Bty. A, 55th Arty.
1901 120th Co.	1st Co., Ft. Strong	9th Co., "			9th Co., Boston
1907 141st Co.	2d Co., Ft. Strong	10th Co., "			10th Co., Boston
1907 151st Co.	2d Co., Ft. Andrews	3d Co., "	Bty. I, 6th Prov. Rgt.	Bty. I, 51st Arty. 5th Bty., Howitzer Rgt. Bty. C, 44th Arty.	Bty. C, 44th Arty.
1907 152d Co.	2d Co., Ft. Banks	13th Co., "	Hdq. Co., 55th Arty. ⁵		Hdq. Co., 55th Arty.
153d Co.	3d Co., Ft. Andrews	4th Co., "	Bty. L, 6th Prov. Rgt.	Bty. L, 51st Arty. Bty. C, 51st Arty.	Bty. C, 51st Arty.
<i>Company Units Organized under Act of 1916; First Increment of 20% Increase³</i>					
Nov. 2, 1916	4th Co., Ft. Andrews	5th Co., Boston	Bty. M, 6th Prov. Rgt.	Bty. M, 51st Arty. Bty. D, 51st Arty.	Bty. D, 51st Arty.
1917	2d Co., Ft. Rodman	2d Co., N. B'dfd	Disbanded Sept. 1, 1919, at Ft. Rodman		
1917	5th Co., Ft. Andrews	6th Co., Boston			6th Co., Boston
<i>National Guard Units Called into Federal Service</i>					
July 28, 1917	1st Co., Mass. C.A.	16th Co., Boston	[originally Roxbury City Guard]		
July 28, 1917	2d Co., Mass. C.A.	17th Co., "			
July 28, 1917	3d Co., Mass. C.A.	18th Co., "	Bty. F, 55th Arty.		Bty. F, 55th Arty.
July 28, 1917	4th Co., Mass. C.A.	19th Co., "	Bty. D, 55th Arty.		Bty. D, 55th Arty.
July 28, 1917	5th Co., Mass. C.A.	20th Co., "	Supply Co., 55th Arty.		Supply Co., 55th Arty.
July 28, 1917	6th Co., Mass. C.A.	21st Co., "	Reorganized as 12th Co., Boston, Aug. 15, 1918		12th Co., Boston
July 28, 1917	8th Co., Mass. C.A.	23d Co., "			
July 28, 1917	9th Co., Mass. C.A.	11th Co., "	(Aug. 12, 1918)		12th Co., Boston
July 28, 1917	10th Co., Mass. C.A.	24th Co., "			
July 28, 1917		25th Co., "	(with 27th Co., reorganized Aug. 12, 1918, as 5th Co., Boston)		5th Co., Boston
July 28, 1917	11th Co., Mass. C.A.	26th Co., "	Bty. B, 55th Arty.		Bty. B, 55th Arty.
July 28, 1917	12th Co., Mass. C.A.	27th Co., "	See 25th Co.		5th Co., Boston
July 28, 1917	2d Co., R. I. C.A. ⁴	28th Co., "			
July 28, 1917	10th Co., "	30th Co., "	} Reorganized July 1, 1918, as 3d Co., Boston ⁵		3d Co., Boston
Aug. 3, 1918	20th Co., "	32d Co., "			
July 28, 1918	9th Co., "	29th Co., "	Bty. E, 55th Arty.		Bty. E, 55th Arty.
July 28, 1918	13th Co., "	31st Co., "	Reorganized July 20, 1918, as 4th Co., Boston. November, 1917, most of the Company were transferred to the 19th Co., q. v.		4th Co., Boston

The companies C.A.C., from the Coast Defenses, which were sent to the Expeditionary Brigade, were carried for several months as on detached service. These companies consequently received Coast Defense designations Sept. 1, 1917.

¹ Adapted from a tabular view of C.A.C. units prepared by Col. R. H. C. Kelton, C.A.C., War Dept. Record Branch, 2013. Case 13.
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² On June 28, 1918, the 2d Provisional Co., on duty at East Boston, was designated 3d Co., C.A.C., Boston, effective July 1, and assigned to Battery Terrill, Ft. Standish. Authorized personnel 107 enlisted men. The Commander of Coast Defenses, Boston, was Col. Barroll.

³ Early in 1917 the enlisted personnel of the C.A.C. had been brought up to the authorized maximum strength and although enlistments were authorized it soon became necessary after the absorption of the National Guard Coast Artillery units, to depend upon the draft and National Army to obtain men for the Coast Artillery regiments authorized.

⁴ May 23, 1918, transfers took place from these companies to the 71st Arty.

⁵ The 55th Arty. was organized Dec 1, 1917.

⁶ See 73d Regt. C.A.C.

Prior to the war the headquarters of the North Atlantic Coast Artillery District were at Fort Totten, New York. May 1, 1917, headquarters were removed to Boston. Brig.-Gen. Harry F. Hodges was in command at the declaration of war. His successors in command until 1919 (inclusive) were Col. Charles L. Phillips, Col. Charles A. Bennett, Brig.-Gen. John W. Ruckman, and Col. Oscar L. Straub.

The headquarters of the Coast Defenses of Boston were at Ft. Warren. Col. Thomas Ridgeway was in command at the opening of hostilities. His successors to 1919 (inclusive) were Col. George F. Quinby, Col. Morris H. Barroll, Col. James F. Howell, and Col. Stephen M. Foote.

The forts protecting Boston Harbor, forming part of the Coast Defenses, Boston, were: Warren, Banks, Strong, Revere, Andrews, Standish, and Heath, and the mortar battery at Winthrop; and protecting New Bedford, Fort Rodman.

Aug. 21, 1917, 6 officers and 234 men were transferred from the 1st to 12th Cos., C.A.C., stationed in Boston Harbor, to the 26th Division Ammunition Train. On the 29th, 155 men were transferred to the 51st Field Artillery Brigade, from 2d, 9th, 10th, and 20th Cos. R.I.C.A., and 1st to 12th Cos. Mass. C.A., and on Oct. 13, 1917, an order transferred men from the 1st, 6th, 7th, 8th, 9th, 10th, and 13th Companies in Boston Harbor forts, and from the 3d and 5th Companies at Boston, and the 1st and 2d Companies at New Bedford, to Camp Devens for the 76th Division.

No men from the draft were received until the last of December, 1917.

In September, 1917, nine companies of Coast Artillery from Boston Harbor forts were being used as guards for public utilities and private plants. Two companies were stationed at Watertown and Springfield to guard the arsenals at those places. On Dec. 28, the 22d Company was stationed at one of the harbor forts, and May 10, 1918, when many transfers were made to the 71st Artillery Regiment, the 22d, 25th, and 27th Companies, C.A.C., were at Watertown.

As shown on the chart the 3d, 4th, 5th, 11th, and 12th Companies became part of the newly formed 6th Provisional Regiment organized at Fort Adams, Newport, R. I., in July, 1917, and with ten other companies drawn from Coast Defense organizations, Portland to Savannah, became the Expeditionary Brigade, consisting of the 6th,¹ 7th, and 8th Provisional Regiments, each 1700 strong. The brigade went overseas in August, going to France via Halifax and Liverpool, which port was reached Sept. 2. These were the first troops of the line to pass through England. The brigade went to Mailly-le-Camp, the Artillery center, near Troyes, for training, and became the 1st Separate Brigade, C.A.C. Later the regiments were renumbered 51st, 52d, and 53d, and designated as the 30th Brigade, C.A.C. (railway), March, 1918. Early the next month (April 3) all railway artillery became the Railway Artillery Reserve, 1st Army. The various units of this force were moved from one point to another as occasion required. The 30th Brigade eventually consisted of two regiments organized in France, the 42d and 43d (the latter had absorbed two batteries of the 51st), and 52d and 53d. All of these organizations served continuously from April 1, 1918, supporting either the American or French armies. The other brigade of the Reserve, the 40th, consisted of the 73d, 74th, and 75th Regiments, none of which received guns, had no battle participation, and returned immediately after the Armistice. The 73d Regiment was organized in Boston.

The 51st Regiment was reorganized and attached to the 39th Brigade, C.A.C., in April. Two batteries formed from companies taken from Boston were transferred to the 44th Artillery (heavy).

¹ The 6th Regiment arrived in England, Sept. 2.

The base for the Railway Artillery Reserve was Mailly-le-Camp, in the Advance Area, and here after performing their mission the various units returned to await another assignment. The five 14-inch naval guns, commanded by Admiral Plunkett, were mounted on railway trucks and operated as part of the Army Railway Reserve.

In the St. Mihiel Offensive, railway guns fired upon the German railway center at Conflans-en-Jardy and the railway bridge near Metz, causing much interference in traffic. A shell with an imperfect fuse fell short of its target and gave rise to the report that American artillery was shelling Metz.¹

Battery C, 43d Artillery, into which the 11th Co., Coast Defenses, Boston, had been absorbed, after transfer from the 51st, was in action in the Toul Sector April 22 to Aug. 12, 1918.

Battery D, 44th Artillery, into which the 12th Co., Boston, was absorbed, had battle participation in the Haute-Alsace Sector April 20 to Aug. 21, 1918, the St. Mihiel Offensive, Sept. 12-16, and the Meuse-Argonne from Sept. 26 to the Armistice. Battery C, same regiment, formerly 4th Co., Boston, had the same battle participation as Battery D.

In the 30th Brigade, Railway Artillery Reserve, 11 Massachusetts men died, and in the 40th Brigade 5 Massachusetts men, in addition to 2 deaths in the Expeditionary Brigade, before reorganization, as follows:

6th Rgt., 1; 8th Rgt., 1; 42d Rgt., 1; 43d Rgt., 1; 52d Rgt., 4; 53d Rgt., 5; 73d Rgt., 4; 74th Rgt., 1.

Five artillery regiments, C.A.C., were formed from personnel in the Coast Defenses, Boston: the 71st and 73d, both of which got overseas but did not reach the front; the 28th, which did not leave Boston; and the 55th which had a battle record from Aug. 9 to the Armistice, and the 33d Regiment, C.A.C.

In addition five batteries of the 51st, as originally constituted, were formed from companies taken from that area.

The total number of deaths of Massachusetts men while serving in the Coast Artillery is given as 144,² to which probably should be added one man each in the 58th and 59th Ammunition Train, one man in the Artillery Ordnance, 1st Railway, and perhaps others in auxiliary units attached.

28TH REGIMENT, C.A.C.

This regiment was organized in the harbor defenses of Boston, with headquarters at Fort Strong, October, 1918. Col. W. P. Wilson assumed command Oct. 20.

On Oct. 31 the strength of the regiment was 6 officers, 355 men, increased by Nov. 30 to 28 officers and 797 men.

The regiment was attached to the 45th Artillery Brigade.

In December by transfers back to the various coast defense companies and discharge of men, the regiment's strength was reduced to 5 officers.

¹ Verbal statement of a battery officer.

² In addition to those enumerated above, these were distributed as follows: 1 each in the 3d, 10th, 11th, 13th, 14th, 16th, 20th, 24th, 27th, 28th, 31st, 33d, 49th, 51st, 56th, 72d, 85th Reg.; 4 in the 4th; 5 in the 29th; 2 each in the 15th, 36th, 37th, 44th, 57th, 65th; 9 in the 38th; 3 each in the 48th, 54th, 66th, and 68th; 12 in the 71st; 22 in the 55th; 2 in the Narragansett Bay Coast Defenses; 1 in Portsmouth; 7 in the Sept. Automatic Replacement draft; and 23 in the C.A.C. without further details. Many of the regiments named did not go overseas.

73D REGIMENT, C.A.C.

This regiment was organized at Fort Banks, June, 1918, and was commanded by Col. James J. Dwyer, a Massachusetts man. It was largely formed from the Rhode Island Coast Artillery units. The regiment sailed on the *Scotian* and landed at Liverpool Oct. 7, 1918, and reached Cherbourg Oct. 13, whence it proceeded to Camp No. 2, Ordnance and Training Camp for Railway Artillery, A.E.F., at Haussimont, where it remained until Nov. 25. The regiment arrived at Brest Nov. 27, on its way home.

33D REGIMENT, C.A.C.

On Oct. 15, 1918, orders were received to form the 33d Regiment, C.A.C., from units in Boston Harbor Defenses. Officers were assigned Oct. 17 to 19th and the regiment was brought up to strength by men sent from Camp Devens. The regiment proceeded to Camp Eustis, Va., Oct. 28, and there awaited orders. More than 96 per cent of the regiment were New England men, the larger proportion from Massachusetts. Most of the men of the Massachusetts companies, Coast Artillery Corps, not already assigned to other artillery regiments, were transferred to this regiment, which was disbanded at Camp Devens the last of Dec., 1918.

51ST ARTILLERY REGIMENT, C.A.C.¹

(Including mention of the 43d and 53d Artillery, C.A.C.)

This regiment was organized July 21, 1917, at Fort Adams, R. I., as the 6th Provisional Regiment, C.A.C. and assigned to the Expeditionary Brigade, C.A.C. The regiment was designated the 51st Artillery, C.A.C., Feb. 5, 1918. The regiment sailed from New York Aug. 13, 1917, landed at Liverpool Sept. 2, reached Le Havre Sept. 16, and proceeded immediately to Mailly-le-Camp, Aube, where regimental headquarters remained until July 7, 1918.

Batteries of the regiment occupied emergency defensive positions near Nancy and Toul April, May, and June, 1918.

On July 7 Headquarters and the Supply Company proceeded to Tremblecourt and joined the 8th French Army. The 1st and 3d Battalions were already in position in this sector as was the 2d Battalion of the Provisional Howitzer Regiment, having been assigned to defensive positions. The regiment was reorganized Aug. 7, and on Aug. 22 was assigned to the 39th Artillery Brigade, C.A.C. In the reorganization of the regiment, the 3d Battalion, new Batteries C and F, were equipped with howitzers. Regimental Headquarters removed from Tremblecourt to Bouillionville Sept. 21, and three days later to Martincourt, where it remained until removal to Mamey near Pont-à-Mousson Oct. 5. On Nov. 20 Headquarters and 1st Battalion left Mamey and proceeded to the 18th Training Area, and until Dec. 24, 1918, remained at Mertrud, where and in its vicinity the 2d and 3d Battalions were already billeted.

Embarkation was at Brest Jan. 24, 1919, and New York was reached Feb. 3.

After discharge of all war enlistments the regiment was retained in the service.

As originally constituted the 6th Provisional Regiment consisted of three battalions of four gun batteries, a headquarters and supply battery. The four companies drawn from the Coast Defenses, Boston, the 11th, 3d, 12th, 4th, and 5th, became respectively Batteries C, I, K, L, and M. The last three batteries were in the original 3d Battalion, but at the reorganization of the 51st Artillery, I and K were transferred to the Howitzer

¹ These facts are taken from History of the 51st Artillery and war diaries of the 6th and 51st Artillery regiments in War Department files.

Regiment as the 5th and 6th Batteries and later became Batteries C and D of the 44th Artillery. L and M Batteries became the 2d Battalion of the 51st and were later designated C and D, as the original C and D Batteries became the 2d Battalion of the 43d Artillery. Battery C of the original organization became Battery C, 43d Artillery, C.A.C.

The old 2d Battalion, less E of the 6th Provisional Regiment, was sent to Noailles, Oise, for equipment and training with 155 G.P.F. guns so as to provide a training center for Army Artillery to arrive later. Early in April these batteries were at Camp de Souge, whence they proceeded to Libourne and thence to the vicinity of Toul, at Bruley, about the middle of May. Battery E was converted into a General Utility Company at Mailly-le-Camp and did not receive any ordnance until transferred September, 1918, to the newly formed 43d Artillery, C.A.C. Battery H of this battalion had been detached and sent to the front at Toul, and on Aug. 9, 1918, two days after the reorganization of the regiment, with Battery E was transferred to the 43d Artillery as the 3d Battalion of that regiment, which was organized in France Aug. 7, 1918. None of the batteries of this battalion were formed from the companies drawn from Boston. The remaining batteries of this battalion on account of training and equipment were transferred to the 57th Artillery as the 2d Battalion of that regiment.

The 1st Battalion as originally organized at Fort Adams consisted of four gun batteries, A, B, C, and D. Until April 2, 1918, this battalion was stationed at Mailly-le-Camp in training, having been equipped with St. Chammond howitzers. On April 3, it joined the 8th French Army at Tremblecourt and Batteries A, B, C, were assigned to defensive positions at Rogeville, Martincourt, Hermitage. Battery D was at M  nil-la-Tour, functioning as transport battery. On June 5 the battalion moved to Laxou and occupied positions west of Nancy at Beauregard, but no firing was done. Returning to its former positions, with battalion P.C. at Domevre-en-Haye, from July 2 until after the St. Mihiel Offensive fired on various enemy targets. 245 rounds were fired by Batteries A and B on Sept. 12. From Sept. 17 to Oct. 31 the batteries were in position at Montauville and Euvezin, and until Nov. 11 were in constant action. On Aug. 7 Gun Battery C and Transport Battery D were transferred to the 43d Artillery as the 2d Battalion of that regiment.

The original 3d Battalion of the regiment as organized at Fort Adams after the reorganization became the 2d Battalion, but on March 26, 1918, had lost Batteries I and K to the Provisional Howitzer Regiment. L and M Batteries took the place of former Batteries C and D and were relettered. Until April 10, 1918, the battalion was in training at Mailly-le-Camp, but on that day proceeded to Manonville, and in June occupied emergency defensive positions at Fort-le-Lucy, northwest of Toul. In July positions were taken at Griscourt. On Sept. 2 the battalion was transferred from control of the 8th French Army to that of the 1st Army, A.E.F. During the St. Mihiel drive this battalion occupied positions in the For  t-de-Pavenelle. On Oct. 1, the 1st and 2d Battalions were in position at Thiancourt, and the 3d at Fleury. After this operation the battalion was in position in the Bois-de-la-Rappe, and was in action Oct. 21.

After open warfare was assured the 270-mm. mortars were retained only until the St. Mihiel operation was completed and the lines stabilized before Metz. It was intended to re  quip this battalion with 8-inch howitzers, but the end of hostilities caused this to be unnecessary. The heavy mortars were withdrawn from Oct. 25 to 29, and the battalion eventually took up billets at Baudrecourt. On Dec. 1 the battalion officially rejoined the regiment.

As stated above, the original 3d Battalion of the 6th Provisional Regiment (later the 51st) was redesignated the 2d Battalion, after the transfer of the original 2d Battalion,

and the new 3d Battalion of the 51st Artillery was composed of batteries transferred to this organization on Aug. 7, 1918, from the Provisional Howitzer Regiment, of which they had formed the 4th Battalion. Originally these batteries had been E and G (2d Battalion) of the 8th Provisional Regiment (later the 53d Artillery, C.A.C.) organized July 21, 1917, at Fort Adams, and had remained as part of that regiment until March 6, 1918. During March and part of April these batteries worked on the construction of an Ammunition Depot for Railway Artillery at Brienne-le-Château. On return to Haus-simont April 11 they were designated as the 4th Battalion (7th and 8th Batteries) of the Provisional Howitzer Regiment and received 8-inch howitzers.

On April 27 the battalion arrived at Souilly (Meuse) and was attached to the 2d French Army and assigned to positions near Fort de Troyon, and were utilized during the following two months in constructing and repairing battery emplacements and varied artillery construction work.

Late in the month positions were taken southeast of Verdun, near Lemmes, and on July 3, 400 rounds were fired, but on the following night the guns were moved to the west bank of the Meuse. New positions west of Verdun were taken at Fromeréville on July 8. On Sept. 7 new positions were taken near Fleury and on the 12th, 13th, and 14th more than 2400 rounds were fired. Merely by change of direction of fire the batteries went into action in the Meuse-Argonne Sept. 25, occupying the same positions as during the St. Mihiel operation. A severe epidemic of influenza Sept. 28 made it impossible to man half the guns, and until Oct. 8 the battalion was not in action.

The battalion was detached from the 2d French Army Oct. 24 and assigned to the 1st American Army, and on Oct. 26 were at Septsarges near Montfaucon and was in action Nov. 1. Thence the batteries moved to positions north of Cunel, where they remained until the 15th, but no orders to fire were received.

Until Dec. 1 the battalion was engaged in salvaging ammunition, when it proceeded to Courcelles-sur-Baline in the 18th Training Area to rejoin the regiment.

55TH REGIMENT COAST ARTILLERY CORPS

This regiment was organized from the Coast Defenses, Boston, Dec. 1, 1917. The largest element of the personnel was from the Massachusetts Coast Artillery, which upon being mustered into the federal service July 25, 1917, had been ordered to the forts in Boston Harbor.

The Massachusetts Coast Artillery, formerly the 1st Massachusetts Heavy Artillery, was originally organized as the 5th Regiment of Artillery, June 4, 1844, and as an organization served in the Civil War and the Spanish-American War. The companies of the Massachusetts Coast Artillery were numbered from 1 to 12 inclusive, and were located in Boston, Cambridge, Chelsea, New Bedford, Taunton, Brockton, and Fall River. Many of these units had a longer history than the regiment, for some dated from the period immediately following the War of Independence, the earliest date being 1784.

Upon becoming a part of the the Coast Defenses, Boston, the companies of the National Guard were redesignated as 16 to 27 inclusive, and 20th C.A. Band, and were distributed among the various forts. Later, upon organization of the 71st C.A., 100 men of the former Massachusetts C.A. were transferred to that regiment. The 3d, 4th, 5th, and 11th Companies, formerly the Independent Boston Fusiliers, the New Bedford City Guards, Chelsea Rifles, and Maverick Rifles, respectively, became the 18th, 19th, 20th, and 26th Companies, C.A.C., and were incorporated in the 55th C.A.C. when that regiment was organized.

The 55th Regiment, C.A.C., as ultimately organized, consisted of

Headquarters Co.	13th Co., Boston, C.A.C. (formerly the 152d Co., C.A.C.)
Supply Co.	20th Co., Boston, C.A.C. (formerly 5th Co., M.C.A.C.)
Bty. A	1st Co., Boston, C.A.C. (formerly 96th Co., C.A.C.)
Bty. B	26th Co., Boston, C.A.C. (formerly 11th Co., M.C.A.C.)
Bty. C	8th Co., Boston, C.A.C. (formerly 83d Co., C.A.C.)
Bty. D	19th Co., Boston, C.A.C. (formerly 4th Co., M.C.A.C.)
Bty. E	29th Co., Boston, C.A.C. (formerly 9th Co., R.I.C.A.)
Bty. F	18th Co., Boston, C.A.C. (formerly 3d Co., M.C.A.C.)

The command of the regiment was given to Col. James F. Howell, who upon assignment as chief of staff, Army Artillery, was succeeded Feb. 9, 1918, by Col. Granville Sevier, who in turn was succeeded Oct. 19 by Col. John L. Roberts.

Officers were assigned to the regiment Dec. 4, 1917, and at time of going overseas numbered 88, of whom 16 held commissions in the regular army, 25 in the national guard, 44 in the reserve corps, and 2 in the national army.

The winter of 1917-1918 was remarkably severe, and troops stationed in the harbor defenses experienced the full effects of the unusual conditions. On Jan. 19, 1918, the ladies of Winthrop presented the regiment with regimental colors, and one week later the national colors were presented by the M.C.A. Auxiliary and friends, the flag being donated by Jordan, Marsh Co. in honor of 30 employees who were members of the regiment. The chaplain was outfitted by Emmanuel Church (Episcopalian) and the supplies needed by him kept up throughout the war by the Old South Church (Congregational).

The regiment was assigned to the 31st Heavy Artillery Brigade, designated as Army Artillery, and left Boston by rail, via Albany, for Camp Merritt, March 16, 1918. On the 25th the regiment sailed on the *Mauretania* and arrived at Liverpool, April 2. Thence by Romsey and Le Havre to Clermont-Ferrand, France, where training was resumed. The regiment was equipped with 24 155-mm. high power motorized Filleux rifles. During the period engaged in action these guns fired 32,678 rounds.

The regiment entrained for the front Aug. 2. The headquarters of the 31st Artillery Brigade was at Mont St. Père, on the Marne. The brigade consisted of the 55th and 56th Regiments, the latter raised chiefly in Connecticut, and was part of the 3d (American) Corps operating under the command of the 3d (French) Army. As transport was not available to move all the batteries, the 2d and 3d Battalions contributed transport to the 1st Battalion, which thereupon moved up to Fismes and went into action Aug. 9. On Aug. 16 the entire regiment was in position about Arcis-le-Ponsart, but as the advance continued some of the guns were moved forward, others remaining in position. From Aug. 18 to Sept. 8 the regiment fired upon German rear areas during the attacks of the 28th and 77th Divisions. The official battle participation of the 55th regiment in the Vesle Sector covers the period Aug. 6-17, and in the Oise-Aisne Offensive Aug. 18-Sept. 9, and in the Aisne-Marne battle Aug. 3-6. The other regiment of the brigade is credited with like service Aug. 11-Sept. 7.

The 55th moved by marching from the Vesle to Epernay and thence, except for the trucks, which continued by road, entrained for a point near Verdun, where on Sept. 19 orders were received relieving the 31st Brigade from the 3d Corps. It now became part of the Army Artillery, 1st Army. The 55th Regiment was ordered to the Bois de Châtancourt in the Forêt de Hesce. The batteries were in position Sept. 19-20, not 4000 yards distant from the German lines. Here the artillery was organized in "groups." The 31st Brigade, with some French units attached, was known as the "Aire Grouping,"

commanded by Brig.-Gen. William C. Davis. The "sub-grouping Sevier," including the 55th Artillery and certain French artillery units, was under the command of Col. Sevier. Lt.-Col. Dusenbury had immediate command of the 55th. The position was in the center of the American battle line in the sector of the 5th Corps, which included Montfaucon.

In the initial bombardment the guns of the 55th fired upon targets from Montfaucon to Gesnes, inclusive, although the regimental field of fire extended from Consenvoye on the east to the road running from Varennes through Baulny and Fléville on the west. The range of the guns was 19,000 yards.

The 31st Brigade was now reassembled, and presently strengthened by the addition of the 57th Artillery, C.A.C., and on Sept. 27 the 1st and 3d Battalions of the 55th moved up to within a mile of Montfaucon and there suffered the heaviest casualties during their experience at the front. The 2d Battalion moved to a position in the Bois de Very, Oct. 4, and a week later to Bois de Beuge, northwest of Montfaucon. On Oct. 19, Col. Roberts succeeded Col. Sevier, and at this time the 1st and 3d Battalions moved to Gesnes. A week later the 2d Battalion took a position just west of Romagne. These positions were close to the enemy lines. The last forward movement was on Nov. 5-6, when the 3d Battalion with three batteries from the 57th Artillery, C.A.C., moved to Beaufort, where the Metz-Mézières railroad came under interdiction fire, preventing its use by the enemy, and here the last gun was fired by the batteries of the 55th. After the Armistice the 3d Battalion moved back (Nov. 20) to Romagne and four days later the regiment started its march back to the 18th Artillery Area, the headquarters of which were at Donjeux. The guns were left at Argenteuil, Dec. 11, and the regiment moved to Brest, where it remained from Dec. 17 to Jan. 10, 1919, under canvas at Camp Pontanezen, then at its worst, and where the regiment lost men by sickness. During this interval details were taken from the regiment to help coal war ships and do other stevedore work.

The regiment sailed on the *Cretie* for New York, and on arrival went to Camp Mills, and thence to Fort H. G. Wright and Fort Terry, near New London. Here, from Feb. 4 until Feb. 11, took place the discharge of men who were not of nor desired to remain in the permanent establishment, and here on Jan. 29 was received the order that the regiment was to be retained in the regular army, the first unit recruited from the National Guard to be so honored. The future post of the regiment was designated as Coast Defenses, San Francisco. On Feb. 17, 1919, the regiment, now having a strength of but 9 officers and 170 men, left New London for Fort Winfield Scott, San Francisco, under command of Col. Roberts. In 1930 the regiment was stationed in and about Pearl Harbor, Hawaiian Islands.

The historian of the regiment states that originally 53 officers and 1437 men of the Massachusetts Coast Artillery were stationed in the Coast Defenses, Boston; and that after the drafts for the 26th Division in August, 1917, there remained 45 officers and 944 men, of whom 21 officers and 638 men were transferred to the 55th Artillery, C.A.C. An inspection of the printed roster of the regiment discloses that at least 37 officers and 1045 men claimed Massachusetts as their home. Residences of a considerable number of the men are not given in that roster, and still others gave their home as Nova Scotia or Ireland who were undoubtedly residents of Massachusetts at time of enlistment. A large proportion of all other enlistments were from New England states, principally from Rhode Island. Total losses were: 13 killed in action, 22 died of accident or sickness, and 56 wounded, and of the total dead 22 are known to have been Massachusetts men.

A history of the regiment has been published entitled "The 55th Artillery (C.A.C.)

in the American Expeditionary Forces, France, 1918. By Frederick Morse Cutler, B.D., Chaplain, author of the 'Old First,'" Worcester, Massachusetts, 1920.

SEVENTY-FIRST REGIMENT, C.A.C.

This regiment was organized at Boston May 5, 1918. Headquarters were established at Fort Strong, Boston Harbor, May 13, 1918. The regiment was placed under command of Lieut. Col. F. S. Long, promoted Colonel June 25, 1918.

Men from the 7th, 9th, 10th, 17th, 19th, 20th, 23d, 26th, 31st, and 32d companies, C. A. C., having completed course as chauffeurs at Camp Joseph E. Johnston, were assigned to the regiment May 21, and two days later transfers were made from companies 1st, 7th, 8th, 9th, 10th, 13th, 16th, 17th, 21st, 24th, 26th, 29th, 30th to 39th inclusive.

The regiment was equipped with 8-inch motor-drawn howitzers, and was to form part of the 36th Artillery Brigade.

On July 4 the regiment made its first public appearance, detachments forming two provisional companies parading on that day. On July 10, the ladies of Winthrop presented regimental colors to the regiment.

Orders were received for overseas duty July 26, and on the 30th the regiment embarked at the Boston and Albany Pier and sailed the following day, arriving at Liverpool without incident Aug. 15.

Colonel Long with Headquarters company and Batteries A, B, C, 42 officers, 950 men, embarked on the *Margha*. Batteries D, E, F, and medical detachment, 22 officers and 838 men, embarked on the *Anselm*. This latter transport also carried the 329th Aero Squadron, 4 officers, 150 men, and the 326th Aero Squadron, 4 officers and 150 men.

The small convoy joined other ships at Halifax, making a convoy of 17 vessels under protection of H. M. S. *Roxborough*.

The regiment went into camp at Knotty Ash, Eng., and there for the first time the regiment was united. Thence the regiment proceeded to Romsey Rest Camp (Aug. 16) and on the 18th were guests of Col. and Mrs. Ashley at Broadlands. After a brief stay at Standon Camp, Hursley, the regiment marched (Aug. 29) to Southampton, and embarked on the *Charles*, formerly the *Harvard* of Boston, for Le Havre. Thence the regiment left for St. Sylvain. Here as part of the 34th Artillery Brigade (composed of the 64th, 70th, and 71st C.A.C., the other two regiments being already in the vicinity of Angers) training was resumed and continued until Nov. 20, when equipment was ordered turned in, in anticipation of return to the United States.

The regiment sailed from St. Nazaire, Feb. 12, 1919, arrived at Hoboken, Feb. 22, and proceeded to Camp Merritt. On March 1, 27 officers and 559 men entrained for Camp Devens, and were demobilized. The remainder of the personnel, being of the regular army, were distributed among the Coast Defenses of New York. The regiment as such ceased to exist March 6, 1919.

UNITED STATES GUARDS

Before war was formally declared demands were made for troops for the protection of industrial plants and similar purposes. National Guard units were called into Federal service and assigned to guard duty. These organizations, however, were needed for active service, and guard duty itself is poor preparation for volunteer troops. The War Department, July 10, 1917, notified the governor of each state that after Aug. 1 United States troops would be withdrawn as guards from all public and private utilities except those considered by department commanders to be "major utilities of primary importance

in connection with the national defense — such as important tunnels, bridges, locks, arsenals, depots, munitions plants, and great and vulnerable water supply systems. . . .” State authorities were urged to form home defense organizations for local protection. Nevertheless, as many states were slow in taking action, the Federal government continued to receive requests for military guards.

Acting under power vested by the Army Emergency Increase Act of May 18, 1917, the War Department, Dec. 22, 1917, authorized (G.O. 62) the raising of 25,000 men by voluntary enlistment to be known as the U.S. Guards, National Army. The enlistment age was between 31 and 40 years. The further increase of this force was suspended Jan. 5, 1918, at which time 1800 enlistments had been received. Twelve companies, organized as six battalions, were formed. The 3d Battalion, composed of but one company, Company A, was stationed in the Northeastern Department.

In April, 1918, further steps were taken to increase this force, the personnel being chiefly chosen from drafted men who had been rejected for overseas service. Under the reorganization the force was known as U.S. Guards, U.S.A. (G.O. War Dept. No. 72, 1918). On April 15, 3d Battalion Headquarters and Companies B, C, and D were authorized, and May 2, 1918, two additional battalions, the 7th and 8th, were authorized to be formed in the Northeastern Department, and June 27 another battalion, the 27th, was authorized. Two companies were stationed at the Watertown Arsenal. In addition, reserve battalions were authorized, and of these the 31st Battalion was to be raised in the Northeastern Department. The total number of officers and men in the Guards was 1364 officers, 26,796 men, divided into forty-eight battalions.

In August, 1919, as fast as practical, the Guards were relieved, their duties being taken over by the regular army infantry units.

THE QUARTERMASTER DEPOT, U.S.A., BOSTON, MASS.¹

The earliest report of a Quartermaster of the American Army referring to supplies in Boston is dated March 20, 1776, three days after the city was evacuated by the British, and is a statement of military stores abandoned by the enemy.

The earliest order extant directing an officer to take charge of the business of the Quartermaster Department at Boston was issued from Army Headquarters, Cambridge, April 3, 1776:

“Orders and Instructions for John Parke, Esq., Assistant Quartermaster General — by General Mifflin, Quartermaster General.

“It being found necessary for the Publick Service that Quartermaster General, Colonel Thomas Mifflin should be dispatched to New York and the command in this district devolving upon you, be it your care to see that the clerks, Commissaries, Waggon Masters, Armorers, Artificers, and the servants of the Publick of every denomination within your inspection are diligent in executing your commands; of forwarding the publick service; as a number of waggons will this day be sent by the Legislature of this Province for the purpose of transporting stores etc. for Norwich; those intended for the Quartermaster General you will direct to be loaded with the articles first in request upon the Army’s assembling at their General Rendezvous; such as Camp Equipage, intrenching Tools, Cooking Utensils, etc., with all the articles now in store belonging to the various branches of the Q.M. General’s Department; a Waggon Master and some of the clerks must accompany these teams to Norwich and see that everything sent from thence is faithfully delivered there.

“As some teamsters have lately dropped their lading upon the road at Waltham, you will order Waggon Master Goddard to see it sent forward immediately and be very strict for the future that

¹ For the early history of the Depot and most of the statistical information indebtedness is due to Capt. E. H. Black, Q.M.C. There is an extensive and well-prepared history of the Boston Depot 1917-19, in the files of the historical section Q.M.C., Washington.

every teamster is made Answerable for the load he receives, by your ordering a clerk to enter in a Book, the Teamster's Name, the place of abode and Bill of Lading; a copy of the Bill of Lading must also be given to the Teamster, upon the back of which the receiver of this Load at Norwich should be directed to write the certificate for the payment; and unless a teamster can produce such certificate of delivery, he is not to receive any money for his services.

"When all the stores in your Department directed to be carried from thence to New York are sent forward and the necessary directions given to the Person who remains as Assistant Quartermaster General to the troops in this district; You will then without delay proceed to New York by way of Norwich in Connecticut; upon your arrival at Norwich you will see that all the stores are sent before you from thence, and upon your being certain that is effected, you cannot get too soon to New York where you will report your whole proceedings to Col. Mifflin; produce and settle your accounts with him.

"Depending upon your Diligence, Activity, and Fidelity I rest satisfied that no part of the Publick Service committed to your care and Guidance will be in the least neglected.

"Given at Headquarters in Cambridge, this 3rd day of April, 1776."

In pursuance of this order Captain Parke gathered together the Quartermaster supplies and forwarded them to New York by way of Norwich, Conn., and about the middle of April, 1776, followed, "having completed his duties" at Boston. It is interesting to note that his successor, Major John G. Frazer, thought differently, and complained to General Washington that Capt. Parke's "accounts were in a wretched condition and that it was very troublesome to straighten things out." Major Frazer remained on duty as assistant Quartermaster General until September, 1776, when he was relieved by Capt. Thomas Chase. This officer was serving as assistant Quartermaster General in Boston as early as July, 1776. After the withdrawal of the Army from the vicinity of Boston in April, 1776, it does not appear that there was much activity in the Quartermaster Department there during the remainder of the war as the enemy did not again seriously threaten the city.

Records relating to quartermaster activities in this locality from the end of the Revolutionary War until 1820 are apparently lacking. In that year the quartermaster force at Boston consisted of a civilian clerk and a horse. The clerk received a salary of \$35 per month and it cost \$3 per month to stable the horse. A building at a yearly rental of \$120 served as office and storehouse for all quartermaster stores.

By the year 1830 the services of both clerk and horse were dispensed with, and one room at a monthly rental of \$12 was sufficient for all needs. During the next decade the business of the Depot had increased to such an extent that the services of a clerk was considered necessary. One room still served as an office though judging from the frequent removals, it was rather difficult to obtain one entirely satisfactory.

During the Mexican War, the duties of the Assistant Quartermaster were slightly increased by the mobilization of a few militia regiments. On Dec. 15, 1852, the Boston station was removed to Fort Independence in South Boston, and from that date to the outbreak of the Civil War there is no record of a post at Boston.

In June, 1861, the Quartermaster Depot at Boston was reestablished and within a few months four officers with Capt. W. W. McKim, Assistant Quartermaster, in charge, were required to transact its business. By December, 1862, Capt. McKim had under his supervision 12 civilian clerks with monthly salaries ranging from \$30 to \$150, but as the war drew to its close, this number was reduced. Shortly after the cessation of hostilities, two clerks carried on the work.

During the Civil War, Boston served as an important post in the forwarding of supplies by water to the Federal troops and bases in the South. At times the number of vessels engaged in this work ran between seventy and eighty. Frequently vessels cap-

tured running the blockade were sent to Boston with their cargoes, for condemnation and sale.

The business of the Boston Depot again rapidly declined. By 1870, one building of eight rooms, at a monthly rental of \$75, served to house the offices of the Quartermaster Department and the Commissary and Pay Departments. Until the Spanish-American War, the business of the Depot remained practically constant, requiring only the services of three civilian clerks and a messenger.

The activities of the Boston Depot were varied; it shipped supplies to various New England posts, purchased by the Quartermaster and Subsistence Departments, and handled all transportation and procured all headstones for the War Department, which were shipped to all parts of the Union.

The outbreak of the Spanish-American War necessitated an increase in office personnel and creation of new positions such as shoe, textile, and clothing inspectors, as immediate action was taken to obtain all kinds of supplies to equip the volunteers throughout New England. Larger quarters were provided in the Wentworth Building. During the entire period, only one commissioned officer, Capt. John M. Hyde, Q.M. Dept., was on duty at the Boston Depot.

After the Spanish-American War, a force of civilian employees was organized and the Boston Depot was established in the Boston Wharf Building. During this period, the Depot was commanded successively by the following officers of the Quartermaster Department: Major William H. Miller, Capt. Alfred E. Palmer, Capt. John T. Crabbs, Capt. Ira L. Fredendall, Capt. Alexander M. Miller, Major George L. Goodale, Major Thomas Cruse, Capt. Robert H. Rolfe, Major Thomas Cruse, Col. George W. Davis, Major William S. Wood, and Lt.-Col. George McK. Williamson, who was the Depot Quartermaster at the beginning of the World War. The Boston Depot was moved to the Jayne Building, 1020 Washington Street. Additional warehouse space was obtained, and the Depot requirements still expanding the Ford plant in Cambridge was taken over in October, 1917. The Depot Quartermaster's Offices were established there in November. This building had been used for the assembling, storage, and sale of Ford automobiles, and contained 197,000 square feet floor space, and was adapted for the uses of the Quartermaster, especially from its location and railway facilities.

Other space obtained gave an aggregate capacity for the Depot of 1,300,000 square feet floor space, and in Jan., 1919, 326,000 additional square feet.

The various warehouses were lettered as follows: A (Willys-Overland Bldg.), B (1020 Washington St.), C (old brewery and garage, Heath St., Roxbury), D (Medford), E (Brighton), F (Malvern St., Allston), G (Commonwealth Pier), H (Ford Plant). Also space was procured at Brockton, Springfield, Lowell, and Manchester and officers temporarily stationed there in charge during greatest activity at those points.

The most active warehouses in Boston were A, B, C, G, and H, at some of which inspection was also carried on, but this latter activity gradually centered at warehouse A, where also salvage work was done. The number of watchmen employed increased from 15 in April, 1917, to 489. No serious damage occurred to any building or contents and pilfering was kept at a minimum.

At the beginning of the World War the chief activity of the Depot still pertained to the procurement and issue of headstones, but there was in stock a few thousand pairs of shoes and a small quantity of clothing. Requisitions submitted to the Depot jumped from a very few to several hundred a month and by September, 1917, had reached over one thousand per month. The total number of requisitions from April 1, 1917, to May, 1919, totaled over 36,000, and as a rule, each requisition called for a great number of

items totaling thousands in quantity. The Boston Depot was supplying about 65 per cent of the shoes worn by the Army and the increase in man-power made the demands much greater. The total number of shoes received by the Depot during the World War from manufacturers was approximately 19,000,000, of which over 17,000,000 were actually shipped out during the war period.

Some of the enormous overseas shipments made by the Boston Depot from May, 1918, to May, 1919, included approximately the following: blankets, 2,150,000; underwear, 1,600,000; shoes, 3,830,000 pairs; stockings, 8,700,000 pairs; candy, 17,000,000 lbs.; potatoes, 6,500,000 lbs.; soap, 14,000,000 cakes; half soles, 5,400,000 pairs.

The aggregate value of these items alone exceeded \$51,000,000, and vouchers for more than \$60,000,000 had been paid by the Finance Branch by October, 1918.

These are but a few items to show the different classes of supplies handled, and when it is considered that the overseas shipments were only a part of the total from the Depot, some idea may be had of the work accomplished.

Col. Arthur W. Yates, Q.M.C., succeeded Col. George McK. Williamson, Q.M.C., June 6, 1918, as Commanding Officer of the Depot, and continued in command throughout the period of the war. The trucking, which required a large force of heavy trucks, was performed by contractors, except that portion handled by the Motor Transport Corps and transport furnished by Camp Devens and other army posts in obtaining their own supplies.

In April, 1917, the personnel of the Boston Depot consisted of the Depot and Assistant Depot Quartermaster, Chief Clerk, and clerks and laborers in the Finance, Mail and Record, Supply, Purchase and Accounting, Transportation and Headstone, and Inspection branches, totaling 138 clerks and laborers. The number of officers on duty at various dates was as follows: May 1, 1917, 6; Aug. 1, 20; Jan. 1, 1918, 46; July 1, 62; Sept. 1, 116; Nov. 1, 116; Feb. 1, 1919, 122; June 1, 1919, 78.

Civilian employees increased to 1598 by August, 2243 in December, 1917, 3272 in June, 1918, and 6767 in November. As late as May, 1919, they numbered 3084. The total number of "employments" was 16,521. Major William J. Pardee, U.S.A., retired, became Executive Officer early in 1917, and so continued until September, 1918, being succeeded by Capt. William H. Hoch.

With the exception of the Depot Quartermaster and Executive Officer until Sept., 1918, the officer personnel was drawn entirely from the Reserve Corps and National Army. Many of these officers were ordered to overseas duty, and performed satisfactorily the tasks committed to them. As the Depot had the reputation of effective administration, in the summer of 1918 officers representing a board of efficiency visited the Depot to make a study of the methods in use.

One of the anomalies of the Depot was the fact, notwithstanding this Depot was one of the most important in the country, that with the exception of the two regular Army officers there was not, with one temporary exception, until June, 1918, an officer stationed there with higher rank than that of captain. At that time notice of four promotions was received. The highest number of enlisted men stationed at the Depot was 51 on Dec. 1, 1918.

The equipment of the 26th Division was carried out, mainly through "open market purchases," under the immediate direction of Capt., later Lt.-Col. and Asst. Depot Q.M., Henry B. Barry. The second outfit equipped for overseas service was the 6th Regt., C.A.C. Expeditionary Brigade, which sailed Aug. 14, 1917. Camp Devens was supplied, as were the organizations stationed and organized about Boston Harbor. Emergency requisitions arising from arrival of troops sailing overseas from Boston were likewise

attended to, and large shipments made in August, 1918, to San Francisco for the Siberian Expeditionary Forces. About 75 per cent of all supplies were shipped directly from the manufacturing plants.

The various branches of the Depot in September, 1917, were Equipage, Clothing, Shoes, Order Register, Invoicing, Finance, Files, Statistical Transportation, Water Transportation, and Administration and Personnel.

The Water Transportation Branch, set up after one section of Commonwealth Pier had been taken over, was an ever increasing activity of the Depot. After the Armistice this branch had charge of debarkation of returning troops. Toward the end of the war these activities were in charge of the Port Supply Officer.

After the seizure of the interned German liners at Boston, certain details regarding their refitting fell to the Depot Quartermaster, and Capt. Dan H. Kane, Q.M.Res., acted as Army member of the Shipping Board for the district.

After the signing of the Armistice, the offices of the Boston Depot were removed to 108 Massachusetts Avenue and remained there until the present Army Base, which was begun in the spring of 1918, was completed in the year 1919. During the latter part of 1918, the Depot was known as a Zone Supply Office but General Order No. 2, War Department, 1921, changed the designation to the Boston General Intermediate Depot and it continued to function as such until Dec. 31, 1921, when orders were received changing it to a Quartermaster Intermediate Depot and placing it on an inactive status as of March 1, 1922.

Col. William H. Hart, Q.M.Corps, later Quartermaster General of the Army, and formerly in command of the Quartermaster Depot, Base No. 1, A.E.F., succeeded Col. Yates as Commanding Officer in June, 1919, and he, in turn, was succeeded in November, 1919, by Colonel H. J. Gallagher, Q.M.C.

THE QUARTERMASTER CORPS

From the outbreak of the war the Quartermaster Corps was obliged to depend mainly upon the services of officers from civil life and from the highest grades of non-commissioned officers in the Corps, commissioned at first in the Quartermaster Section, Officers Reserve Corps and later in the National Army. This was true both in the United States and overseas. Many of these officers had served in the Spanish-American War.

The duties of the corps were so extensive and so varied that men of special aptitude for the more important activities of business life were especially in demand. As the war progressed it was found necessary to set up other departments to care for some of the more important Quartermaster activities, to which duties qualified personnel were transferred.

The number of men in Massachusetts who had the training and skill in the varied duties falling to a quartermaster was very large, especially in technical lines, and this led to the commissioning of a great many men, especially of the older ages, in the technical services as Quartermaster, Ordnance, and the like, both in the Army and Navy. The Quartermaster Corps obtained its proportion of these volunteers. The officer personnel was supplemented by large numbers of men drawn from civilian pursuits promising efficiency.

On June 30, 1917, there were on duty with the regular Army, in all stations, 369 officers, including 85 retired officers. Up to that date 96 men had been commissioned

in the Reserve as majors and 796 as captains, and of these 57 majors and 693 captains were placed on active duty.

Late in May, 1917, the Secretary of War authorized the enlistment of 15,993 men in the Quartermaster Corps Section of the Enlisted Reserve Corps, and by June 30, 6056 men had been enlisted and 1909 placed on duty.

A year later the entire enlisted strength of the Quartermaster Corps was 153,052, and the peak was reached Sept. 15, 1918, when the number was 230,714.

The setting apart of the Motor Transport Corps drew 2231 officers and 61,643 enlisted men from the Quartermaster Corps.

On July 1, 1918, the commissioned personnel was 8834, and in November, 13,949; of these 3430 were stationed in the A.E.F. The Quartermaster Section, Q.R.C., was exhausted Aug. 1, 1918, 1800 officers having been called to duty.

Camp Joseph E. Johnston was established at Jacksonville, Fla., to train men and officers in Quartermaster duties.

The Quartermaster Corps not only procured, paid for, and distributed most of the supplies for the Army, other than for special services and ammunition, etc., but attended to their storage, shipment, and transportation, and to construction, and had other important duties, and were represented on transports, in training camps, remount depots, embarkation and debarkation centers, hospitals and at military centers and stations, as well as at the front, overseas. Massachusetts men who died while serving with the Quartermaster Corps numbered 145.

MOVEMENT OF TROOPS OVERSEAS FROM PORT OF BOSTON 1918

SHIP	DATE	PASSENGERS	ORGANIZATIONS
<i>Karoo</i>	April 13	1554	Part of 77th Div., viz. Hdq. 153d Inf. Brigade; Hdq. 306th Inf., also Hdq. Co., Co. E, Supply Co., Sanitary Det., Ordnance Det.; Hdq. Det. 306th M.G. Bn., also Medical Det., Ordnance Det., and Cos. A, B, C, D.
<i>Scandinavian</i>	May 1	1709	1 Y.M.C.A. secretary. Part of 82d Div., viz. Hdq. Co., Sanitary Det., and 2d and 3d Bns., 328th Inf.
<i>Grampian</i>	May 1	2107	Part of 82d Div., viz. Hdq., Hdq. Co., Hdq. Co. Det., Supply Det., Sanitary Det., Co. H, 327th Inf. Hdq., 1st Bn., Hdq. Co., Supply Co., Sanitary Det., Cos. A, B, C, D, and M.G. Co., 328th Inf.
<i>Miltiades</i>	May 17	1535	1 casual for England. Part of 30th Div., viz. Hdq. 60th Inf. Brigade; Field and Staff, Hdq. Co., Sanitary Det., M.G. Co., Cos. I, K, L, M, 120th Inf., Officers Det. attached, and non-commissioned officers Det.
<i>Laomedon</i>	May 12	1210	Part of 30th Div., viz. Hdq. 3d Bn., Medical Det., Cos. D, I, K, L, M, 119th Inf.
<i>Bohemian</i>	May 12	2182	30 enlisted men, casuals for France. Part of 30th Div., viz. Field and Staff officers, Det. Hdq., Sanitary Det., Supply Co., Ordnance Det., Cos. A, B, C, D, E, F, G, H, 120th Inf.
<i>Winifredian</i>	May 20	2223	Part of 78th Div., viz. Cos. L, M, 311th Inf.; 2d Bn. Hdq., Medical Det., Cos. E, F, G, H, I, K, L, 312th Inf.
<i>Cardiganshire</i>	May 29	1664	Part of 78th Div., viz. Field and Staff, Hdq. Co., Medical Det., Ordnance Det., Supply Co., Batteries E, F, 309th Field Artillery, also Hdq. Medical Det. Batteries A, B, C, D, 2d Trench Mortar Bn.
<i>Arawa</i>	May 28	676	Part of 78th Div., viz. Hdq., Hdq. Co., Ordnance Det., Medical Det., Veterinary Det., Engineer Train, 303d Engs.; Medical Det., Batteries C, D, 309th Field Artillery; 336th M.G. Truck Unit.
<i>Carnarvonshire</i>	June 13	1748	Part of 83d Div., viz. Hdq. Det., Hdq. Horse Bn., Hdq. Motor Bn., Medical Det., Ordnance Det., Cos. A, B, C, D, E, F, 308th Ammunition Train; 308th Mobile Ordnance Repair Shop; Hdq. Det., Medical Det., Cos. A, B, C, D, E, F, G, 308th Motor Supply Train.
<i>Laomedon</i>	June 22	1241	Part of 89th Div., viz. Hdq. 2d Bn., Medical Det., Batteries D, E, F, 341st Field Artillery; 314th Trench Mortar Battery.

TROOPS SAILING FROM BOSTON

			Also, 3 officers, 245 men June Replacement Draft, Coast Defenses, New Orleans, C.A.C., and 3 officers, 249 men, June Replacement Draft, Coast Defenses, Galveston, C.A.C.
<i>Bohemian</i>	June 22	1981	Part of 89th Div., viz. Hdq., Hdq. Co., Medical Det., Supply Co., Ordnance Det., Veterinary Det., Batteries A, B, C, 341st Field Artillery. Also, Camp Pike June Automatic Replacement draft, Inf., Cos. 9, 10, 11, 12, and Camp Meigs June Automatic Draft, Q.M.C.
<i>Persic</i>	June 30	1986	Part of 90th Div., viz. Hdq., Hdq. Co., Sanitary Det., Ordnance Det., Supply Co., Batteries A, B, C, D, E, F. Also, 89th Div. Casual Det., 9 officers, 703 men.
<i>Runic</i>	June 30	1701	Part of 90th Div., viz. Field and Staff, Hdq. Co., Supply Co., Ordnance Det., Medical Det., Veterinary Det., Hdqs. 1st and 2d Bns., Batteries A, B, C, D, E, F. Also, Camp Cody June Automatic Replacement Draft, Inf. Cos. 1, 2 (514 officers and men).
<i>Cardiganshire</i>	July 8	1733	Part of 76th Div., viz. Hdq. Det., Medical Det., Veterinary Det., 301st Train Hdq. and Military Police; 301st Mobile Veterinary Section, Cos. A, B; Hdq. Det., Ordnance Det., Medical Det., Cos. A, B, 301st M.G. Bn.; Hdq., Medical Det., Cos. I, K, L, M, 3d Bn., 304th Inf.
<i>City of Brisbane</i>	July 8	946	Part of 76th Div., viz. Hdq. 2d Bn., Medical Det., Cos. E, F, G, H, 304th Inf.
<i>Derbyshire</i>	July 8	1191	Part of 76th Div., viz. 15 officers, 302d M.G. Bn.; 4 officers Co. A, M.G. Bn.; Medical Det., Hdq. 3d Bn., Cos. I, K, L, M, 303d Inf.; Supply Co., M.G. Co., 304th Inf.
<i>Ajaz</i>	July 8	1075	Part of 76th Div., viz. Hdq., Medical Det., Cos. A, B, C, D, 302d M.G. Bn.; Co. A, M.G. Co., 303d M.G. Bn.
<i>Talhythbius</i>	July 8	1249	Part of 79th Div., viz. Field and Staff, Hdq. 1st Bn., Hdq. Co., Medical Det., Cos. A, B, C, D, 314th Inf.
<i>Winifredian</i>	July 16	2752	Part of 76th Div., viz. Medical Det., and Battery A, 303d Field Artillery; 301st Supply Train; Hdq. 151st Field Artillery Brigade; Casual Det. (153 men, 1 officer). Also, 2 officers, 207 men Casuals, 30th Div. Also, Aëro Squadrons (service) 211, 219, 256, 261, 262, 267, 268, 350, 361, comprising 36 officers, 1386 men.
<i>Miltiades</i>	July 16	1337	Part of 76th Div., viz. Field and Staff, Hdq. Co., Medical Det., Ordnance Det., Supply Co., Batteries B, C, D, E, F, 303d Field Artillery.
<i>Novara</i>	July 16	1116	Part of 76th Div., viz. Hdq., Hdq. Co., Medical Det., Veterinary Det., Batteries B, C, D, E, F, 301st Field Artillery. This contingent was transferred at Halifax.

MASSACHUSETTS IN THE WORLD WAR

<i>Port Lincoln</i>	July 16	1213	Part of 76th Div., viz. Field and Staff, Hdq. Co., Supply Co., Medical Det., Ordnance Det., Batteries A, B, C, D, E, F, 302d Field Artillery; 301st Trench Mortar Co.
<i>Bellana</i>	July 24	2145	Part of 85th Div., viz. Field and Staff, Medical Det., Hdq. Co., Supply Co., Ordnance Det., M.G. Co., 340th Inf. Also, Camp Gordon July Automatic Replacement Draft, Inf., Cos. 49, 50, 51, 52, 53, 68.
<i>Margalia</i>	July 31	1006	71st Artillery, C.A.C., Hdq., Hdq. Co., Supply Co., Medical Det., Hdq. 1st Bn., Batteries A, B, C, also Casual Det. attached.
<i>Lancashire</i>	July 19	2233	66th Artillery, C.A.C., and casualties attached. Base Hospital 41 (100 nurses, 6 civilians). 200 men, 1 officer, 76th Div. Casual Det., 34th Artillery Brigade Hdqs.
<i>Anselm</i>	July 31	1169	71st Artillery, C.A.C., Hdq. Det., Medical Det., Ordnance Det., Supply Co., Batteries D, E, F. Also 326th and 329th Squadrons, Air Service (for England).
<i>Leicestershire</i>	Aug. 9	1940	Part of 81st Div., viz. Sanitary Det. and Battery F, 317th Field Artillery (from Camp Mills). Also, 68th Artillery, C.A.C.
<i>Berrima</i>	Aug. 9	1723	Part of 40th Div., viz. Hdq. and Hdq. Det. 79th Inf. Brigade, Field and Staff, Hdq. Co., Sanitary Det., M.G. Co., Cos. I, K, L, M, 157th Inf. (from Camp Mills). Also, Camp Vail July Automatic Replacement Draft, Signal Corps (201 officers and men).
<i>Cardiganshire</i>	Aug. 23	1740	Part of 87th Div., viz. Hdq. 1st Bn., Sanitary Det., Cos. C, D, E, 348th Inf. Also, Camp Gordon August Automatic Replacement Draft, Inf., Cos. 5, 6, 7, 8 (from Camp Merritt).

Total embarkations, 48,085.

Total ships, 30.

PORT OF DEBARKATION, BOSTON

Boston was made a Port of Debarkation Feb. 10, 1919, in connection with the demobilization activities at Camp Devens, and was discontinued as such July 15, 1919.

During this period approximately 97,000 returning men were handled, which was about 5 per cent of the total number brought back from Great Britain and France.

At the time of the Armistice the personnel of the Port of Debarkation consisted of 6 officers and 95 civilians.

UNITED STATES SHIPPING BOARD; EMERGENCY FLEET CORPORATION

The United States Shipping Board, composed of five commissioners appointed by the President, was organized on Jan. 30, 1917, authorization for its creation being contained in the Federal Shipping Act of Sept. 7, 1916. The functions of this organization were in general to regulate shipping and to develop an American merchant marine. When upon the entrance of the United States into the war these functions were amplified, the United States Shipping Board on April 16, 1917, organized and incorporated under the laws of the District of Columbia the Emergency Fleet Corporation, a government-owned corporation with a capital stock of \$50,000,000 for the "purchase, construction, equipment, lease, charter, maintenance, and operation of merchant vessels in the commerce of the United States."

Edward N. Hurley, of Chicago, was elected chairman of the United States Shipping Board on July 27, 1917, and served in that capacity throughout the war. William Denman, first president of the United States Shipping Board Emergency Fleet Corporation, was succeeded on July 24, 1917, by Mr. Hurley, who held the office for the remainder of the war period. Major General G. W. Goethals, Rear Admiral W. L. Capps, Rear Admiral F. R. Harris, and Charles Piez, of Chicago, served successfully as general manager of the corporation. Mr. Piez became general manager on Dec. 15, 1917, and continued in that capacity throughout the war. Charles M. Schwab, appointed to fill the newly-created office of director general in April, 1918, was succeeded in December, 1918, by Mr. Piez, who held this office as well until his resignation on May 1, 1919.

Under the plan of organization of the Emergency Fleet Corporation there was created a Division of Wooden Ship Construction. New England was designated as District No. 1 of this division with headquarters at Boston. Mr. John F. Vaughan was appointed district supervisor March, 1918, and subsequently was made District Manager, in which office he was succeeded by Mr. Henry D. Abbott.

For a brief period toward the end of activities the District Office Steel Ship Construction was also covered by the Boston headquarters, but this work was soon retransferred to New York.

In addition to the section concerned with ship construction, other sections covering auditing, housing, guarding, etc., all designated as divisions, functioned as independently as practical.

On Oct. 15, 1918, the administrative and inspection forces alone numbered 150 employees.

One of the functions of the Boston office was to keep a record of all dimension and other special timber designed for the wooden vessels, from the time it entered the mill whether in Oregon, Louisiana, or elsewhere the mills might be, until landed in a New England shipyard and used as intended, a form of record which was invented in the Boston office.

Contracts were let to New England concerns, mostly in Maine, for 41 hulls, each of 3500 tons, and 36 barges, each of 2500 tons, and for 14 tugs. Many of the hulls were never constructed as the end of the war enabled the work to be abandoned. Contracts for 12 of the tugs were taken by the Crowninshield Shipbuilding Company of Somerset, Mass., and 2 by the L. H. Shattuck Company, at Newington, N. H.

Installation of machinery contracts were placed with two concerns in Portland, Me., and marine railways were also built there and at Somerset, Mass.

During the period of about two weeks, while the New England office took supervisory control over steel ship construction in that district, contracts covering 17 hulls building

in Maine and 6 hulls building at the Bethlehem Shipbuilding Corporation yard at Quincy were affected.

Of the wood ship program, 10 Ferris 3500-ton hulls were completed without machinery, 5 Ferris 3500-ton hulls were converted into barges, and 19 Ferris 3500-ton steamships were completed, as were 12 2500-ton towing barges, and also 12 ocean-going 320-ton tugs.

UNITED STATES ORDNANCE DEPARTMENT

ACTIVITIES IN MASSACHUSETTS

At the entry of the United States into the War, there were but 97 officers in that department of the regular army. There were two important arsenals in Massachusetts, those at Springfield and Watertown.

SPRINGFIELD ARMORY

This was one of the U.S. Arsenals which prior to the war was used for the manufacture of rifles, pistols, sabers, etc. The plant dates from the times of the War for Independence, and rifle making there from 1794.

The principal product was the Springfield Rifle; by November, 1918, the armory was manufacturing 8250 rifles each week.

In addition to the shops the armory maintained a proving ground in connection with the experimental department.

On June 1, 1917, the employees at the armory numbered 2265, and on June 1, 1918, 5129.

WATERTOWN ARSENAL

The Watertown Arsenal was established in 1816. Prior to that date the Army had maintained an arsenal at the Charlestown Navy Yard, but upon moving to Watertown, about 1818, the Navy Yard plant was turned over to the Navy. Erection of buildings was completed at Watertown about 1821. During the Civil War this arsenal was very active.

The Arsenal covers 85 acres, and is 5 miles from Boston.

Prior to the World War the principal products at the Watertown Arsenal were seacoast carriages, armor, piercing projectiles, target material, miscellaneous forgings and castings, and repair parts for seacoast armament. On April 6, 1917, there were 890 civilian employees under supervision of six officers, and the plant was guarded by a detachment of 17 men. Later a company of coast artillery from Boston Harbor was stationed there. In June the work on additional facilities to carry on the work of the arsenal, and also to enlarge its scope of work, was begun, and also during the summer the building of additional shops undertaken. Before the end of the war a modern steel plant had been erected, also a gun-forging plant and a plant for the manufacture and erection of mobile artillery carriages. This greatly enlarged the capacity of the arsenal and modernized the various plants in every way. On July 1, 1918, the arsenal was being operated at 70 per cent of capacity, and by Oct. 15 at full production. Approximately \$13,000,000 was expended on the arsenal.

On Sept. 1, 1918, about 3700 civilian employees were enrolled and 350 enlisted men. 68 officers were on duty.

BOSTON ORDNANCE DISTRICT

SCITUATE PROVING GROUND

The Scituate Proving Ground consisted of about 100 acres of leased land, about $1\frac{1}{2}$ miles north of the town, and was connected by rail with the Watertown Arsenal, and with Worcester and Bridgeport. A shop, office buildings, and warehouses were erected. This project was intended for the testing of 240-mm. howitzer carriages from Watertown, and also carriages manufactured by the Osgood-Bradley Car Co., Worcester, and corresponding guns and howitzers from Bridgeport. A small force of officers and men were stationed there.

BOSTON DISTRICT OFFICE

The Ordnance Department, after the entrance of the United States in the War, became a part of the Interallied Munitions Pool, and was itself divided into 13 district offices.

The Allies provided the American forces overseas with artillery and its ammunition, and in turn the United States provided its own and the Allied forces with propellants and explosives and gun forgings and a great variety of semi-finished ordnance material.

So great was America's contribution of these essentials that the international balance sheet showed five dollars of allied munitions bought in the United States to one dollar of American purchases abroad.

Formal inauguration of the district office plan began on January, 1918, and by March these offices were in operation. This prevented congestion at Washington. Various steps were taken during the war to bring about the more efficient administration of the District offices. Hon. Levi H. Greenwood was appointed production officer for the Boston District, February, 1918, and later became District Chief when that office was created. He resigned in February, 1919, and his assistant manager, Lt.-Col. A. S. Douglass became Chief and attended to the settlement of claims.

The Boston District comprised all of New England except the small-arms district, in which was seated the Bridgeport District. The office was situated in Boston and by April 1, 1918, numbered 960 employees on its rolls. This number increased to 1707 by July 15 and was 1680 at the time of the Armistice, although 700 employees had been taken over by the Quartermaster Corps when the equipment section was transferred July 15 to that organization. More than two thirds of the inspectors were women. Total disbursements of the Boston office reached \$99,000,000.

Some of the more important contracts were assumed by Gray & Davis Co., U. S. Cartridge Co., Osgood-Bradley Car Co., Waltham Watch Co., Sterling Motor Car Co., New England Manufacturing Co., Union Gear Works, Cowdry Machine Co., Rockwood Springler Co., Potter, Johnston Co., H. C. Dodge Mfg. Co., Newton Mfg. Co., Archibald Wheel Co., Meade Morrison Co., Worcester Pressed Steel Co., Wheeler Reflector Co., American Steam Gauge & Valve Mfg. Co.

One hundred seventy-nine direct contractors worked for the Boston District Office, 116 of whom employed over 70,000 persons, and in all it was estimated that more than 100,000 persons were so employed.

Some of the principal items of the output of the Boston District were adapters and boosters, 27,867,000; fuses, 7,360,000; cartridges, 1,566,408,000; armor plate, 1176 tons; recoil groups, 1430; grenades, 8,305,000; grenade plugs, 17,215,000; gun carriages, 600; artillery wheels, 30,000; shell forgings, 453,000; machined shell, 3,383,000; shell, loaded, 1,039,000; trench mortar shell, 1,588,000; cartridge cases, 12,173,000; primers, 23,256,000; pyro-cotton, 7,700,000 pounds; black powder, 1,270,000 pounds; pyrotechnics, 4,799,000.

MASSACHUSETTS' REPRESENTATION IN THE FEDERAL FORCES DURING THE WORLD WAR AND THE SELECTIVE SERVICE ACT

The number of persons who served in the Federal military and naval forces during the World War credited to Massachusetts is 198,863, distributed as follows: ¹

ARMY			NAVY		MARINES	
<i>Officers</i>	<i>Enlisted Men</i>		<i>Officers</i>	<i>Enlisted Men</i>	<i>Officers</i>	<i>Enlisted Men</i>
10,646	134,646		4,730	44,678	140	2,460
	<i>Vols. Draft</i>			<i>Vols. Draft</i>		<i>Vols. Draft</i>
	41,985 76,567			(no figures)		(no figures)
(N.G.)	16,094					
	<i>Deaths</i> ¹			<i>Deaths</i> ¹		<i>Deaths</i> ¹
	291 3837		43	476	11	119

(Also 1525 Army nurses, of whom 17 died. Also 1324 Yeomen (F))

The number of applications for the Massachusetts gratuity of \$10 a month, payable to all enlisted men in the Federal service during 1917, was 79,310 to Nov. 3, 1923, and of these claims 77,910 were allowed.

Up to the same date the \$100 gratuity given to all persons in the service or their representatives upon death or discharge had been claimed by 196,720 persons and 183,020 paid. The applications denied numbered 13,500, divided as follows: non-residence under the provisions of the law, 8000; discharge prior to Jan. 18, 1918, for physical incapacity incurred not in line of duty, 2500; discharge from draft, 3000.

The number of officers and men from Massachusetts who served overseas in the army was 76,178.² Thus in the army more than 52 per cent served overseas. The same proportion probably holds true of the other services.

The increment necessary to bring the military forces of the United States to full war strength was derived from two sources, voluntary enlistment and induction. Provisions for the latter had been made by the Act of May 18, 1917. A vigorous campaign was inaugurated by the War Department to secure recruits for the United States Army and the National Guard, and by June 30, 1917, 188 officers and 2087 enlisted men had been detailed to the recruiting service. Prior to this the Massachusetts Committee on Public Safety in conjunction with the state military authorities, as told in place, had been actively and successfully carrying on a recruiting service in Massachusetts for all branches of the service. The boundaries of the Government army recruiting districts were definitely fixed in order that the whole country might be carefully canvassed and in order that the services of the postmasters, recently authorized by Congress, might be utilized to the best advantage.

On Aug. 8, 1918, in anticipation of the third registration under the Selective Service Act to include men 18 to 45 years of age, recruiting of men under their forty-sixth year was discontinued, and on Sept. 3 recruiting officers were ordered to close the stations at as early a date as possible. Volunteer enlistments were not resumed until

¹ These figures are subject to correction from more recent but not as yet available tabulations.

² Secretary of War to Adjutant General of Massachusetts, April 18, 1925. An earlier tabulation gave as died overseas, 203 officers, 2695 enlisted men, and in the United States, 88 officers, 1142 men, out of a total of 143,648. The wounded were given as 139 officers and 8589 men. To that number should be added 11 officers, 119 men of the Marine Corps. The Navy figures of that date were: death 519, divided — 43 officers, 476 men. In the Marine Corps 15 officers, 260 enlisted men were reported as wounded. These figures were on a total of only 191,798 officers and enlisted men in the service.

SELECTIVE SERVICE

early in 1919; but voluntary or special induction was continued until the cancellation of all draft calls on Nov. 11, 1918, and the recruit depots were kept open to receive and distribute contingents of registrants inducted into the service under general calls.

SELECTIVE SERVICE

The Selective Service Act was approved by the President May 18, 1917. This was an "Act to authorize the President to increase temporarily the military establishment of the United States" and required registration of all men 21 to 30 years of age inclusive, who became subject to military service, unless exempted. This age was later changed to include all persons who had reached the age of 18, and those who had not attained their 46th year.

The Provost Marshal General estimated the population of Massachusetts in 1917 as 3,939,561.

The total registration in Massachusetts was 886,728, equal to 3.71 per cent of the entire registration in all states (23,908,576). The registration ages in Massachusetts were as follows:

Age 18 .	27,384
19-36 .	592,554
37-45 .	266,790

The voluntary enlistments in the army in Massachusetts numbered 41,985 and inductions 76,567, a total of 118,552.

The number of registrants June 5, 1917, were 368,064; June 5 and Aug. 24, 1918, 30,000; Sept. 12, 1918, 488,364. The total alien registrants were 292,287 (in the first registration 139,766 and in the second, 152,521), or nearly 33 per cent, and of these 2799 were Germans between the ages of 18 and 45.

SELECTIVE SERVICE BOARD

The Selective Service Board for Massachusetts was composed of the Governor, Samnel W. McCall, The Adjutant General Colonel Jesse F. Stevens (United States Disbursing Officer and Agent for Massachusetts), and Major Roger Wolcott. Mr. Charles F. Gettemy was Director of Military Enrollment for Massachusetts, the organization of the draft and of the local boards who inducted the men into the service.

The state was divided into six districts and forty-three divisions. In addition to which in the City of Boston there were twenty-five divisions; Brockton, two divisions; Cambridge, four divisions; Chelsea, two divisions; Chicopee, one division; Everett, one division; Fall River, four divisions; Fitchburg, one division; Haverhill, two divisions; Holyoke, two divisions; Lawrence, three divisions; Lowell, four divisions; Lynn, three divisions; Malden, two divisions; Medford, one division; New Bedford, four divisions; Somerville, three divisions; Springfield, three divisions; Taunton, one division; Waltham, one division; Worcester, five divisions.

The Chairmen of the District Boards were: District 1 — William H. McClintock, Springfield; District 2 — Chandler Bullock, Worcester; District 3 — Stedman Buttrick, Concord; District 4 — Abraham K. Cohen, Boston; District 5 — Thomas F. Harrington, M.D., Boston; District 6 — James P. Doran, New Bedford.

There were also fifty-three Medical Advisory Boards.

Out of a total state registration for the Selective Service Draft of 886,728, there were 88,502 called for service and an additional 5458 inducted who had previously failed to register, making a total of 93,960 who were inducted into the military service under

the operation of the draft. Of this number 5379 were rejected for various reasons but very largely on account of physical unfitness, and 5361 were rejected because of the cancellation of the draft immediately following the signing of the Armistice, Nov. 11, 1918.

This made a total of 10,740 rejections, leaving a total of 83,220 who were accepted for service in the United States service.

As between enlistment and draft the three states contributing the lowest percentage by the draft were, in order, Oregon, Massachusetts, and Rhode Island.

The total enrolled militia of Massachusetts March 1, 1916, was 599,389, and on Dec. 31, 1917, 641,341.

In anticipation of the passage of the Act the War Department had ready a preliminary plan for the execution of its provisions. Registration was to be conducted under the immediate supervision of local registration boards. The number selected to be under the jurisdiction of one board was 3000, the average number of men of registration age living in one county, which was tentatively adopted as the registration unit. Under date of April 23, 1917, a letter was sent to all Governors of states, requesting the coöperation of state, county, and municipal officers. This brought a cordial response, whereupon blanks and other registration supplies were sent to all sheriffs and mayors for distribution among registration headquarters.

The details of erecting the machinery to carry out the provisions of the law were largely left to the President, who on the same day that he approved the act issued a proclamation in which he designated June 5, 1917, as registration day.

Maj.-Gen. E. H. Crowder was named Provost Marshal General May 23, 1917, and during the eighteen days intervening between the passage of the law and June 5, plans for carrying on the work were perfected. To select from the registrants the men available for service and to determine the order in which they should be called required that each local board should assign serial numbers to all registration cards in its possession, without regard to alphabetical arrangement, since the object was to have the cards thoroughly shuffled. The order of liability was then determined by a national drawing which took place in Washington on July 20, 1917, when numbers from 1 to 10,500 (the highest assignment by any local board) were inclosed in capsules and drawn from a large jar one at a time. A master list showing the order in which the numbers had been drawn was furnished local board members and was thereafter used in governing the order in which registrants were called for service. "The administration of the selective service system under the Provost Marshal General was organized on the principle of 'supervised decentralization.'" The entire administrative system, with changes and additions made up to the time of the Armistice, consisted of the following: (1) the Provost Marshal General's Office; (2) the state governors and draft executives; (3) the district boards; (4) the industrial advisers; (5) the local boards; (6) the government appeal agents; (7) the medical advisory boards; (8) the legal advisory boards; (9) the boards of instruction; (10) civic organizations contributing volunteer assistance. Throughout the United States there were 155 district boards and 4648 local boards, numbering more than 12,000 members and requiring a personnel of about 125,000 registrars and assistants.

The personnel of the various boards was of the utmost importance. Under the law appointments were to be made by the President, but in actual practice the appointments were virtually made by the Governors of the states. The Governor delegated to The Adjutant General so far as possible his duties as head of the selective service system of the state. A medical aide was assigned to each state division to direct physical examinations. Limited service men and civilian employees were employed as clerks. . . .

Local boards were composed of three members, one of whom was a physician. Each city of over 45,000 was divided into subdivisions containing approximately 30,000 of the population. Each county whose population, exclusive of cities of over 30,000 population, exceeded 45,000 was divided into subdivisions each containing approximately 30,000 inhabitants.

The duties of the local board included directing registrations later than the first, determining serial and order number of registrants, classifying registrants (under the revised regulations effective Dec. 15, 1917), determining whether or not a registrant was physically fit for service, inducting registrants when they were called, and entraining them for camp. The local boards had original jurisdiction in all claims for exemption or discharge except those based on engagement in industry or agriculture, which were reserved for the district board. Appeal from a decision of a local board to the district board was permitted, and in such cases the action of the district board was final.

To act as the government's representative on each local board and to take appeals from the board's decisions, the Governor was authorized to appoint one or more persons, who were required to keep in touch with the board, and on his or their initiative or information received to appeal a case when in his opinion the interest of the government or fairness to the government demanded it. These were known as government appeal agents.

District boards were composed of five members: one in touch with the agricultural situation in the district; one in touch with the industrial situation; one in touch with labor; a physician; a lawyer. A board was appointed for each federal judicial district, but where the number of cases to be considered was large, additional boards were authorized. . . .

In addition to having appellate jurisdiction on cases originating in the local boards, the district boards had original jurisdiction on claims for exemption or deferment based on grounds of industrial, including agricultural occupation. Appeals to the President from the decision of the board in occupational cases were allowed. Up to Aug. 31, 1918, the district boards considered claims for deferment on grounds of occupation only when the registrants were engaged in industry or agriculture, the boards themselves deciding whether or not certain industries within their districts were necessary to the military program of the United States. The act approved Aug. 31, 1918, included other occupations judged "necessary" by the district boards. It therefore became essential to furnish each district board with additional assistance in securing data regarding the occupational needs of the district. A group of three persons, known as industrial advisers, was appointed for each district board early in September — one member being nominated by the Department of Agriculture, one by the Department of Labor, and one by the district board — whose duty it was to confer with managers and heads of various industries, etc., and instruct them as to their rights in filing claims for deferment of employees, and to give the district board any information that would be of use. The industrial advisers might even initiate a claim for deferment on any ground in the jurisdiction of the district board, although no claim had been filed by the registrant or his employer.

To establish the physical fitness of registrants to be inducted into the service, each local board had a medical member and additional examining physicians; each district board had a physician member to advise on medical matters. These activities were supervised by the medical aide of the state organization. Medical Advisory Boards set up November, 1917, consisting of three or more specialists serving without compensation, were required to reexamine those registrants whose cases had been appealed

to them by a registrant, government appeal agent, or local board. At the same time Legal Advisory Boards were organized, with the coöperation of the American Bar Association, to advise each registrant in the filling out of his questionnaire, and to give legal advice to the registrant concerning the Soldiers' and Sailors' Civil Rights Act, war risk insurance, and other matters.

The coöperation of various welfare organizations was secured, and during the pre-induction period registrants were instructed in the provisions made for them by the government and were given lectures on issues of the war, etc. In many towns preliminary military drill was provided in various ways.

The first levy under the selective service system was 687,000 men. Apportioned among the states in proportion to their population, due credit to be given for those persons (1) who on April 1, 1917, were members of the National Guard, (2) who since April 1, 1917, had enlisted in the National Guard, or (3) who since the same date had enlisted in the Regular Army. To the first quota of 687,000, therefore, was added 465,985, representing the total for the three groups, making a grand total of 1,152,985 apportioned among the states.¹ The Governor of each state was responsible for the apportioning of the state quota among the counties and cities.

The first inductions were in September.

Early in the operation of the selective service system the inequalities and wastefulness of the methods in use were perceived. The population basis for quotas was unfair to the communities having large alien populations, for although aliens contributed to increasing the quota on a population basis, they were not liable to service. Revised selective service regulations, which went into effect on Dec. 15, 1917, attempted to remedy this and other defects. On Dec. 15, all discharges or exemptions previously granted were cancelled, and each registrant was required to fill out a questionnaire setting forth his qualifications and circumstances. On the basis of this information registrants were divided into five classes in the order of their availability for military service, those in Class 1 being immediately available. Those having dependents or engaged in "necessary" occupations, according to the degree of dependency or the importance of their positions, were placed in Classes II-IV. Placement in Class V was practically equivalent to discharge from the obligations of the Selective Service Act — in it were placed certain federal and state officials, ministers, theological and medical students, registrants who had already entered the military and naval service, alien enemies, resident aliens claiming exemption, persons physically, mentally, and morally unfit for service, licensed pilots engaged in their vocation, and certain declarant or non-declarant aliens.

In the meantime the first quota of registrants was exhausted and further levies were made on the population basis, credits being allotted for enlistments from July 1, 1917, to March 31, 1918. After several months' work on the part of the local boards, the task of classification was completed, and on June 1, 1918, upon authorization of a Joint Resolution of Congress approved May 16, 1918, the number of Class 1 registrants became the quota basis.

In the meantime recruiting under the old system of voluntary enlistment continued, interfering with the orderly process of selection by causing the number of men in Class 1 to fluctuate and by dipping into deferred classes, thus accepting men needed in economic

¹ The net quota of each state would have been equal to the difference between the gross quota and enlistment credits except for the fact that in the territory of Hawaii the enlistments exceeded the gross quota and the excess credits were distributed among the states in proportion to their population. See Report of the Provost Marshal General on the First Draft under the Selective Service Act, 1917, p. 19. This sketch of the working of the Act is adapted from "Illinois in the World War."

pursuits. To remedy this situation enlistment in the army by registrants was prohibited after Dec. 15, 1917, and in the navy and marine corps after Aug. 8, 1918. The act of Aug. 31, 1918, relegated the navy and marine corps to the selective draft on and after Oct. 1, 1918, in securing man power for the remainder of the war. This action tended to stabilize Class I, and the state quota basis was then regarded as 100 per cent of Class I instead of 80 per cent, as it had been in June and July, 1918.

A second registration for all men who had reached the age of 21 since June 5, 1917, was authorized by Congress May 20, 1918, and was held June 5, 1918. The registration was carried out under the supervision of the local boards. A total registration of 735,834 was recorded. A supplementary registration followed Aug. 24, affecting those who had attained the age of 21 since June 5, 1918. At this time 159,161 persons registered, making with interim registrations a total of 899,279 for the second registration.

The increment derived from the second registration, however, was not sufficient to meet the increased monthly program for delivery of troops overseas or to supply the deficiency in Class I made by navy and marine corps enlistments. In order that the deferred classes II-IV need not be drawn upon, the age group had to be enlarged, and Congress accordingly passed an act, approved Aug. 31, 1918, applying the provisions of the Selective Service Act to male residents 18-45 years old. A total of 13,228,762 men registered Sept. 12, 1918, exceeding by about 600,000 the estimated male population 18-45 years old.

The classification system not only enabled the government to raise an army of any size needed, but required different areas to contribute men in proportion to their ability.

The legal status of alien residents in the United States during the war was defined by the Selective Service Act, which stated that the draft was to be based on the liability to military service of all male citizens or male persons not alien enemies who had declared their intention of becoming citizens. The total alien registration in the United States (June 5, 1917, to Sept. 12, 1918) was 3,877,083 (16.22 per cent of the total registration), of which 32.76 per cent were declarants, 67.24 per cent non-declarants. Of the total alien registration 26.09 per cent were enemy and allied with enemy aliens, 57.49 per cent co-belligerents, and 16.42 per cent neutrals. Local boards were held strictly responsible that no enemy alien, whether a declarant or non-declarant, was placed in any other class than Class V.

The principle originally adopted regarding non-enemy aliens and upheld by the courts was that exemption was the exception, and that aliens claiming exemption must prove that they were entitled to it; however, the acceptance of many non-declarants gave rise to protests from diplomatic representatives. Accordingly, the revised regulations of Nov. 8, 1917, provided that no non-declarant was to be inducted unless he had expressly waived his right to exemption. (There was a total classification of 927,252 such non-declarant aliens in the United States.)

The induction of declarants led to negotiations with foreign governments which had treaties with the United States providing for exemption of their citizens or subjects from military service. A number of such treaty countries, mainly neutral countries, claimed that these treaties were being violated by the induction of declarants. On April 11, 1918, the President directed that declarants and non-declarants from treaty countries should be promptly discharged from camp on the request of the Secretary of State, or when the War Department was convinced that a full and fair hearing had not been given by the local board. . . . In the entire United States 1842 such discharges were recorded. These provisions affected mainly neutral aliens. Conventions were made by the United States with Great Britain, France, Greece, and Italy, authorizing reciprocal drafting of citizens or subjects of each country residing within the other. An

amendment to the naturalization law, approved May 9, 1918, made it possible for a declarant or non-declarant alien in the military service to change his status to that of a full citizen, and this was followed by wholesale naturalizations of men already in the service.

The rush of men within the draft ages to marry shortly after the passage of the Selective Service Act caused instructions to be issued to boards to scrutinize carefully all marriages since May 18, 1917, to see if the purpose was draft evasion. After June 13, 1918, dependency (for registrants of the class of June 5, 1917) arising from marriages since June 15, 1917, and from marriages entered into between May 18, 1917, and Jan. 15, 1918, except when there was a child of the marriage born or unborn on June 9, 1918, and from all marriages since Jan. 15, 1918, was no cause for deferment.

The necessity for securing men to carry out the enormous shipbuilding program led to a special deferment of call into military service in the case of men engaged in building and manning ships under the supervision of the Navy Department, the Emergency Fleet Corporation, and the U.S. Shipping Board recruiting service. A request for the exemption of a person so engaged had to be made by an official under whom he was working, and this exemption lasted only during that employment. Monthly reports were required.

Agricultural and industrial deferred classifications were granted as follows:

Class II, Registrant found by district board to be necessary skilled farm laborer in necessary agricultural enterprise or necessary skilled industrial laborer in a necessary industrial enterprise.

Class III, Necessary assistant, associate, or hired manager of necessary agricultural or industrial enterprise.

Class IV, Sole managing, controlling, or directing head of necessary agricultural or industrial enterprise.

In spite of careful classification, some registrants were sent into the service who were badly needed in industry or on farms, and to relieve this situation the act, approved March 16, 1918, provided furloughs to enlisted men under certain conditions and for limited periods. Agricultural furloughs went into effect immediately. 73,000 industrial furloughs were granted throughout the country up to Nov. 11, 1918. Of the total classification of registrants 5.27 per cent were physically disqualified.

The "Work or Fight" order was promulgated May 17, 1918, to divert registrants in deferred classes from idleness or non-productive occupations to engagement in "necessary" industries. Any registrant in Classes II, III, IV, found to be an idler or engaged in a non-productive occupation without a reasonable excuse, became immediately subject to military service. This order served to clear up the idle class and a certain group of non-productive occupations and to increase somewhat the labor supply for essential industries.

One class of registrants was entitled to special treatment after induction into the service — namely "religious objectors." The Selective Service Act provided that members of well-known religious sects whose creeds forbade participation in war should be required to serve only in a capacity declared by the President to be non-combatant, which included service in the Medical Corps, Quartermaster Corps, and the Engineer Corps, in the United States and some areas overseas.

The so-called "conscientious objector" was not accorded special consideration. Those refusing non-combatant service were, after June 1, 1918, subject to court martial if their attitude in camp was defiant, if their sincerity was questioned, or if they were active in circulating propaganda. Others were sent to Fort Leavenworth subject to further instructions, but in some cases were given industrial furloughs. A board of inquiry appointed by the Secretary of War toured the camps from June to October, 1918,

examined 1697 men, and reported as follows: found sincere, wholly or in part, 1461; insincere, 103; remanded to further inquiry, 88; remanded for examination as mentally deficient, 7; otherwise disposed of, 38. Of those tried by courts martial, 371 were convicted and sentenced on terms ranging from three months to fifty years.

Upon calls for men by the Office of the Provost Marshal General, on state headquarters the local board ordered registrants affected by the call to report at a certain time and place for induction into the service. A competent leader for the party was selected, meal and transportation requests issued, and an entrainment for camp was often made the occasion for a patriotic demonstration.

A registrant who failed to report for induction automatically became a deserter, either willful or non-willful. Other draft evaders were the "slacker," or a person of draft age who failed to register, and the "delinquent," the registrant who failed to file a questionnaire or to appear for physical examination. Deserters and delinquents were classed as "non-willful" when it was proved that their fault was due to ignorance, misunderstanding, illness, or a similar reason. After the Armistice the local boards were ordered to separate the records of deserters and delinquents from the files, and to examine each case once more in the effort to clear the record. . . . In bringing these persons to justice the local boards had the coöperation of the Department of Justice, American Protective League, county sheriffs and local police officers.

"Slacker raids" were held in many communities, chiefly the larger cities. In an effort to apprehend those who had failed to register, American Protective League operatives, police officials, and others "raided" downtown districts and places where large crowds gathered, such as ball parks, etc., demanding to see the registration card of every man who appeared to be of draft age. During the period of these raids, local board members stayed on duty long hours to identify registrants who had left their cards at home.

On Nov. 11, 1918, all calls for induction were cancelled. The local boards were ordered to complete the classification of the third registration except for the group 37-45 years, and to segregate and recheck the records of deserters and delinquents and send them to state headquarters. Upon delivery of other records to the Adjutant General in Washington, boards were relieved of their duties.

The net cost of the selective service system was \$30,658,094.86, a per capita cost of \$1.26 per man registered, \$1.74 per man classified, \$10.38 per man inducted, and \$11.34 per man accepted at camp.

A total of 23,908,576 men registered in the United States from June 5, 1917, to Sept. 12, 1918.

PHYSICAL EXAMINATION OF THE FIRST MILLION DRAFT RECRUITS

"BOSTON . . . despite the high rejection rate for Boston, there were relatively few of the following defects found in men from that city: Chancroid and gonococcus infection; simple goiter and exophthalmic goiter; perforated ear drum; bunion; loss of part of foot. These figures clearly indicate a relative freedom from venereal disease of recruits coming to Camp Devens from Boston. This would indicate either a relatively small amount of venereal disease in the young men of Boston or else the rejection by local boards of an exceptionally large proportion of infected men. As we have seen, the physical examination standards fluctuated during the period in question from a tendency toward acceptance of men with venereal disease, and the hypothesis might be entertained that the examiners at the local boards in Boston conservatively continued the earlier ideals of rejection of men with venereal disease. On the other hand, it is clearly not to be expected that the local boards should act in unison in this way. Con-

sequently, it seems probable that there was a relatively small amount of venereal disease to be rejected in the men of military age in Boston.

"The small amount of perforated eardrum recorded is largely counterbalanced by a clearly large amount of otitis media. However, except for Philadelphia, there was a smaller amount of otitis media found among recruits from Boston than from the other cities. Similarly the small amount of bunions found on recruits from Boston is much more than counterbalanced by the great excess of other foot defects found in men from this city.

"Although we are to expect (in view of the strictness of the physical examination at Camp Devens) that relatively more defects would be found in Boston men than in men from other cities, yet we may still infer from very excessive ratios something about the peculiarity of the population in other respects. Thus, if the ratio from Boston is double that from the next highest city or if the ratio of rejections from Boston is more than one third of the total ratios of defects found in the four cities, then we may conclude that there is probably a peculiarity in the population of the city in the frequency of this disease or defect. Using this criterion, it is of interest to know that an excessive amount of tuberculosis was found in Boston recruits; also relatively more syphilis than in the other cities. The following are other defects or diseases of which there was a large excess found in recruits from Boston: Chronic alcoholism, epilepsy, mental deficiency, dementia praecox, strabismus, mitral stenosis, cardiac hypertrophy, tachycardia (probably), asthma, bronchitis, defective or deficient teeth, enlarged inguinal rings, chronic dislocation of joints, and malunion of lower extremities. Thus, it appears that the most striking excess of defects found in recruits from Boston is for certain disease of the respiratory tract, pulmonary tuberculosis, asthma, and bronchitis; also a group of nervous and mental diseases, such as epilepsy, mental deficiency, and dementia praecox. Certain heart conditions like mitral stenosis, cardiac hypertrophy, and tachycardia are slightly in excess of expectation. Defective and deficient teeth are strikingly in excess.

"It seems probable that the foregoing idiosyncrasies of recruits from Boston are to be ascribed in part to the peculiarities of its population. Besides the native stock, which comprised in 1910 about 23.5 per cent of the population, Boston contains a great mixture of foreign elements, but in this foreign population the outstanding characteristic is the excess of Irish. Thus, out of 240,000 foreign-born whites, 66,000 were from Ireland, and of 195,000 persons of foreign parentage over 88,000 had both parents born in Ireland. Investigations by a royal commission in Great Britain have shown the excess of mental defect among the inhabitants of Ireland, exceeding that of any other of the countries of the United Kingdom, and it is consequently to this element of the population that the excess of nervous and mental defects is probably to be ascribed. As for pulmonary tuberculosis this has long been known to be unusually prevalent in New England, though whether this excess is due to racial or environmental factors has not been sufficiently shown." [*Bulletin No. 11, War Dept.; Office of the Surgeon General.*]

"*Mental Deficiency.* Of this defect there were noted 39,787, or 14.45 per thousand men examined. Mental deficiency, indeed, proved to be one of the most important defects, amounting to 26 per thousand of the defects noted. The ratio of mental deficiency in urban districts is 8.77 and in rural districts 17.59. This gives again the familiar result that mental deficiency is almost exactly twice as common in rural as in urban districts.

"For large cities the rate is 8.28, or slightly less than that for urban districts in general. In the four large cities we find the total rate for mental deficiency to be: For Chicago, 8.05; Boston, 8.76; Philadelphia, 8.24; New York City, 8.34. It is perhaps rather

surprising to find the defect rate higher in Boston than in the other cities. The result is probably due to the greater discrimination or higher ideals of the examiners of registrants from Boston." [*Defects Found in Drafted Men.* War Dept. publication, 1920.]

TABLE IX¹

The results of examination at mobilization camps of the men accepted as qualified for general military service without defects by local boards for the period from June, 1917, to May, 1918, covering approximately the first million men sent to camp.

[Absolute numbers. Not including men accepted with defect for operation and those for whom there is no record of examination at camp.]

MASSACHUSETTS

MONTHS	NUMBER OF MEN ACCEPTED BY LOCAL BOARDS AS QUALIFIED WITHOUT DEFECTS	RESULTS OF EXAMINATION AT MOBILIZATION CAMPS			
		Men Accepted as Qualified without Defects	Men Accepted as Qualified with One or More Defects	Men Accepted for Limited Service	Men Rejected
1917					
June, July, August	12,448	8,857	2,028	7	1,441
September	1,458	954	338	1	153
October	807	464	251	2	84
November	306	122	169		14
December	1,079	447	626	1	4
1918					
January	873	562	268		35
February	2,787	1,851	774	1	126
March	1,334	890	385	1	40
April and May	534	314	209		6
Total					
June, 1917, to May, 1918 . .	21,626	14,461	5,048	13	1,903

¹ Bulletin No. 11, War Dept., March, 1919. Office of the Surgeon General.

AGE OF MEN IN UNITED STATES MILITARY AND NAVAL SERVICE

There has been no tabulation of ages of those from Massachusetts who served in the Federal forces, but the average would probably be the same as for the whole United States. There were 3,683,134 applications for War Risk Insurance during the World War, from all branches of the various services.

The average age of men making application was 24.89 years. The age of the greatest number of applicants was 22, there being 506,426 men of that age or 137.87 per one thousand.

Applicants giving age as

45 . . .	2560	48 . . .	1543
46 . . .	2050	49 . . .	1237
47 . . .	1680	50 or over	5038

COST TO MASSACHUSETTS OF THE WORLD WAR

MILITARY DIVISION, STATE TREASURY¹

The Military Division of the State Treasurer's Department was organized in May, 1917, to administer the payment of the \$10 a month bonus payable to enlisted men who enlisted or reënlisted subsequent to Feb. 3, 1917, and prior to Jan. 15, 1918.

On July 3, 1919, the bill providing for the payment of the \$100 gratuity was signed by the Governor, and on July 15 the Division was ready to receive applications. Its personnel was greatly augmented to care for the increased work. In August and September of 1919, 264 employees were necessary to attend to the work properly. The first checks were mailed Aug. 15, 1919, just a month after the receipt of the first applications.

Hon. Charles L. Burrill was Treasurer at that time and by virtue of his office was head of the Division. All the details of organization, including hiring of employees, preparation of blanks, and general supervision of the Division, were delegated to Mr. George B. Willard, Deputy Treasurer. Massachusetts was the first state to pay a bonus or gratuity and Mr. Willard was not able to benefit by the work of other states. He was a pioneer in this field, and it is very gratifying to know that several states which afterwards paid a bonus adopted the application forms which he had prepared with but slight variations, and also followed very closely his general system of organization.

The Military Division was divided into subdivisions, and the chart which appears on page 10 of the Treasurer's Report for the year 1919 explains the working of the Division in detail.

An application on being received was first indexed and the discharge recorded. The application then passed to the examining division and the discharge was returned to the applicant by another division, with a letter acknowledging the receipt of the application and informing the applicant that he would either receive a check in due time or be notified of the reason why he was not entitled to gratuity. The examining division approved all applications which were in proper form and transmitted them through a recording division to the accounting and bookkeeping division, which prepared the checks and attended to all the details of payment. Applications not properly filled out or executed were either returned to the applicant for correction or he was notified of the additional data or information required. Some applicants did not forward their discharges with their applications, and it was necessary to obtain records of service from The Adjutant General before payments could be made. This work was attended to by a special division. Persons who were not discharged from service at the time of payment were required to present a certificate of good standing signed by the commanding officer of the organization to which they were attached.

When an application was filed, an index card was made and a record was kept on this card by which the status of an application could be ascertained at a glance. In order to answer the great number of inquiries from applicants with reference to their applications, a special division was formed whose sole duty was to furnish information requested by applicants.

Applications involving questions of doubtful residence were referred by the examining division to a special division which only passed on questions of residence. If an application was approved by that division, it was paid in due course. If an application was

¹ Data furnished by Mr. Weston M. Friend.

denied because of non-residence by this division, the applicant was given the right to appeal, and his appeal was heard before a board consisting of the Attorney-General or one of his assistants and the Treasurer or Deputy Treasurer. The decision of this board was final.

All applications filed by heirs of deceased persons were handled by a separate division. As soon as applications were approved they went directly to the bookkeeping division for payment. No appeal existed from a ruling of this division to the Board of Appeal.

The work of the Military Division is described with great care and accuracy and in a most interesting manner in the Treasurer's Report for 1919.

A number of different forms were used in applying for the gratuity and bonus.

Several important amendatory Acts were passed subsequent to the enactment of the first legislation. The purpose of these Acts was to correct inequalities which were found to exist. The digest attached explains the scope of each Act.

The Division had a great many requests to notify mothers and fathers of the whereabouts of their sons who have not made any appearance in their homes since their discharge from the army; also in many cases of men who deserted their wives and children, their wives were notified, upon their request, of the whereabouts of these men. Many men were assisted who were having difficulty in receiving compensation due from the Bureau of War Risk Insurance at Washington; and also destitute wives, with small children and no relatives to assist them, where the husband was killed or died in service, have been aided by this office personally taking their cases to the Commissioner of State Aid and Pensions.

Every precaution was taken to safeguard the interests of the Commonwealth in the disbursement of this gratuity. With a view for the future welfare of service men and women care was taken to secure records in every individual case. Massachusetts will have one of the most complete and correct records of her ex-service men and women of any State in the Union.

DIGEST OF ACTS AUTHORIZING PAYMENT OF GRATUITIES

Chapter 211, General Acts of 1917 provides for the payment of ten dollars a month to non-commissioned officers, soldiers and sailors of the National Guard of Massachusetts including therein any naval militia who were mustered into the federal service of the United States as a part of the quota of the Commonwealth. It applies to all such persons without condition as to length of residence in Massachusetts. The period of payment is from the date of muster in to January 15, 1918, unless the service was terminated prior to that date. This bonus was payable upon termination of service or could be allotted prior to discharge to the Treasurer of the Commonwealth for the use of such minor children, parents or dependents as were designated by the person on account of whose service the bonus was paid. In case of death in service of any enlisted man the bonus is payable to his widow, minor children, parents or dependents, the period of payment being from the date of muster into service to January 15, 1918. In case of dishonorable discharge or termination of service by desertion or misdemeanor the period of payment is from the date of muster into federal service to the date of dishonorable termination of service.

Chapter 332, General Acts of 1917. This act does two things: it first defines the date of the beginning of the War with the German Empire as February 3, 1917, and second extends the right to receive the bonus to any non-commissioned officer or enlisted man having a residence of at least six months within the State and serving to the credit of the Commonwealth in the regular or volunteer forces of the United States Army, Navy, or Marine Corps, provided his federal service began subsequent to February 3, 1917.

Chapter 92, General Acts of 1918 extends the benefits of Chapter 211 of the General Acts of 1917 as affected by Chapter 332, General Acts of 1917, to include all persons, male or female, voluntarily enlisted in the military or naval service of the United States subsequent to February 3, 1917, or drafted into the military forces under the provisions of the federal selective service act whether a part of the quota of the Commonwealth or not, provided they were residents of the Commonwealth at time of entry into service. It also provides that the date of muster into service shall be considered as the date upon which federal pay began to run and that "termi-

nation of service" shall mean the date of discharge or of promotion to a rank above that of a non-commissioned officer or of such release as the Government may allow. It defines "non-commissioned officer" in the army as all officers below the rank of lieutenant except field clerks, and in the navy all officers below the rank of warrant officer.

Chapter 283, General Acts of 1919. This act provides for the payment of \$100 to each commissioned officer, enlisted man of the Army, Navy or Marine Corps including field clerk and army and navy nurses duly recognized as such by the war or navy departments who were mustered into Federal service and reported for active duty subsequent to February 3, 1917, and prior to November 11, 1918, and also to every person who served during the war in the regular army, navy or marine corps, provided that no benefits shall accrue to any person who was not a resident of the Commonwealth for a period of not less than six months immediately prior to the time of his entry into service; second, did not report for duty at the military cantonment or naval station to which he was ordered prior to November 11, 1918; third, was discharged or relieved from duty prior to January 15, 1918 for causes other than physical incapacity received in line of duty; fourth, was dishonorably discharged or discharged under conditions other than honorable; fifth, sought to avoid service because of conscientious objections or alienage; sixth, was guilty of any fraud or wilful violation or evasion of the selective service act or of the rules and regulations of the war department in force thereunder. In case of the decease of any person who if alive would be entitled to the benefits of the act the sum named therein shall be payable to his dependents or heirs at law. Applications for the \$100 were to be filed on or before November 30, 1919, except that an applicant discharged subsequent to July 3, 1919, could file within six months from date of discharge. The expenditure of \$20,000,000.00 was authorized to pay claimants and expenses. This money was raised through the issuance of notes which were paid in part from the proceeds of a civilian war poll tax of three dollars a year assessed for the years 1920, 1921, 1922 and 1923 against all persons subject to a poll tax, the tax of veterans being abated on request and through the levy of special taxes such as inheritance tax, corporation tax, special tax on cities and towns and additional income tax.

Chapter 609, Acts of 1920. The purpose of this act was to correct certain inequalities found to exist in Chapter 283, General Acts of 1919. It provides (1) that a person who was enlisted or inducted into service and reported for duty at a cantonment or naval station subsequent to February 3, 1917 and prior to November 18, 1918 and who served for more than thirty days shall be deemed to have been mustered into federal service notwithstanding the fact that such person was discharged from draft or further service on account of physical or mental disability and if otherwise qualified shall be entitled to the benefits of Chapter 283, General Acts of 1919. (This section was enacted because of the ruling of the Attorney General dated October 9, 1919, that a person receiving a draft discharge or who was rejected on final examination was not mustered into service within the meaning of Chapter 283, General Acts of 1919); (2) death or injury of a person while on furlough shall be deemed to have been received in line of duty unless due to misconduct; (3) a minor who actually resided within the Commonwealth for a period of not less than six months immediately prior to entry into service, except students from other states, and who had not received and are not entitled to receive a bonus from any other State shall be deemed a resident of the Commonwealth for said period within the meaning of Chapter 283, General Acts of 1919, notwithstanding his minority and irrespective of the residence or domicile of his parents or guardians and if otherwise qualified shall be entitled to the benefits of said Chapter 283, General Acts of 1919; (4) reconstruction aides shall be entitled to the benefits of said Chapter 283, Acts of 1919; (5) persons reporting for duty at a mobilization camp, cantonment or naval station on or after November 11, 1918 and prior to November 18, 1918 who performed active duty for thirty days shall, if otherwise qualified, be entitled to the benefits of Chapter 283, Acts of 1919.

Chapter 250, General Acts of 1920 extends the time for filing applications under Chapter 283, Acts of 1919, to 12 o'clock noon of July 31, 1920.

Chapter 326, Acts of 1921. This Act extends the time for filing applications for the \$100 payment authorized by Chapter 283, Acts of 1919, to November 30, 1921. It also provides that no payments of the \$10 a month bonus shall be made upon any applications filed after November 30, 1921. (Prior to the passage of this Act no time limit had been set for the filing of applications for the \$10 a month bonus.)

Chapter 352, General Acts of 1921 provides that student nurses shall be entitled to the benefits of Chapter 283, General Acts of 1919 and any acts in amendment thereof.

Chapter 240, General Acts of 1922. This Act extends the time for filing applications for the \$100 payment authorized by Chapter 283, General Acts of 1919, and the \$10 a month bonus authorized by Chapter 211, General Acts of 1917 and Acts in addition thereto to November 30, 1923.

Chapter 457, General Acts of 1922. This Act was passed to permit payments of the \$100 authorized by Chapter 283, General Acts of 1919 to persons who technically were not residents of the State during the six months immediately prior to entry into service but whose home was in Massachusetts. It provides that every person inducted or enlisted in Massachusetts who gave Massachusetts as his residence at the time of induction or enlistment, whose services were credited to Massachusetts, whose father or mother was a resident of Massa-

chusetts during the period of one year immediately prior to the entry of said persons into service shall be deemed to have been a resident of the Commonwealth for six months immediately prior to entry into service as required by Chapter 283, General Acts of 1919, provided that such person was not continuously absent from the State for a period of more than one year immediately prior to his entry into service and has not received and is not entitled to receive a bonus or gratuity under the laws of some other State.

Chapter 447, General Acts of 1924. This Act was passed to equalize the amount received by persons discharged prior to January 15, 1918, with the amount received by those discharged on or subsequent to that date. (Under Chapter 283, General Acts of 1919, no person discharged prior to January 15, 1918 was entitled to receive payment unless discharged for physical disability incurred in line of duty.) It provides that in all cases of death in service or of discharge prior to that date for physical disability not incurred in line of duty and not due to misconduct there shall be payable an amount equal to the difference between the \$100 to which the applicant or his dependents or heirs at law would be entitled if such death or discharge had occurred subsequent to January 14, 1918, and the amount of the \$10 a month bonus which the applicant or his heirs at law or dependents or allottees received or might receive under the provisions of Chapter 211 as affected by Chapter 332, General Acts of 1917 and by Chapter 92, General Acts of 1918, provided that the person on account of whose service payment is made was on active duty for more than thirty days.

Chapter 448, General Acts of 1924. This Act provides for the payment of the \$100 authorized by Chapter 283, General Acts of 1919, to Yeomen (f) who were regularly enlisted or enrolled in the Navy, Naval Reserve or Marine Corps of the United States during the World War and who are otherwise qualified under the provisions of Chapter 283, General Acts of 1919 and any acts or amendments thereof and in addition thereto.

Chapter 452, General Acts of 1924. This Act provides for the payment of the \$10 a month bonus authorized by Chapter 211, Acts of 1917 and acts in amendment thereof or addition thereto and for the \$100 payment authorized by Chapter 283, Acts of 1919 and acts amendatory thereof or in addition thereto on all applications filed and unpaid prior to the passage of the Act or filed at any time prior to December 1, 1926.

Chapter 480, Acts of 1924. This Act provides for the return of two million dollars to the Cities and Towns of Massachusetts, the same being the surplus remaining from the funds collected to provide suitable recognition to those residents of Massachusetts who served with the Army, Navy or Marine Corps of the United States during the War with Germany. The amount received by a City or Town under this Act is to be held as a special fund to be appropriated only for the purpose for which a City or Town may borrow money as specified in Sections 7 and 8 of Chapter 44 of the General Laws. The amount paid each city or town was determined by the amount received from each city or town from the \$3.00 civilian war poll tax.

STATE GRATUITY ¹

For the purpose of meeting the payment of the \$100 gratuity and expenses incidental thereto, the Treasurer and Receiver General was authorized under chapter 283 of the General Acts of 1919 to issue bonds or notes to an amount not exceeding \$20,000,000, provided that the amount necessary to pay the principal of said bonds and notes as they matured should be raised by an assessment of a Civilian War Poll Tax of \$3, sufficient to provide not less than one-half of said amount. This Civilian War Poll Tax was assessed against the cities and towns during the years 1920, 1921, 1922, and 1923.

The Commonwealth's proportion of the amount necessary to make these payments was provided for under Chapter 342 of the General Acts of 1919 by imposing additional taxes and a Special State Tax to be levied upon the cities and towns, as follows:

- (1) The assessment of an additional tax on net incomes of foreign and domestic business corporations.
- (2) The assessment of an additional tax on property or any interest passing or accruing upon the death of persons who died subsequent to the passage of the above act and commonly known as "Inheritance Taxes."
- (3) The assessment of a Special State Tax of \$660,000 each year for the years 1919, 1920, and 1921.
- (4) The assessment of an additional tax on personal incomes.

¹ The thanks of the Commission are due Mr. G. B. Willard, former Deputy Treasurer of Massachusetts, for the information in this chapter.

MASSACHUSETTS IN THE WORLD WAR

The \$100 gratuity was actually paid from the proceeds of the Civilian War Poll Tax and special taxes and not from the proceeds of \$34,500,000 notes issued, which appear on the records of the Treasury. These notes were simply issued to finance the payments to the soldiers and sailors during the period of the assessment and collection of the Civilian War Poll Taxes and special taxes. The reason for the large amount of notes issued was due to the refunding of the original issues of notes amounting to \$11,500,000, which were for short terms. The Commonwealth saved considerable money in interest by issuing notes of this character.

The Civilian War Poll Tax provided more funds than was needed and a refund of \$2,000,000 was made to the cities and towns on Nov. 20, 1924. (See Table No. 1.)

The money needed for the \$10 a month bonus was derived from the proceeds of a note sale of \$1,500,000 authorized under Chapter 211 of the Acts of 1917 and from appropriations made from ordinary revenue.

Appended herewith are two tables in connection with the cost of the war to Massachusetts.

TABLE NO. 1

RECEIPTS ON ACCOUNT OF SPECIAL TAXES TO PROVIDE FUNDS FOR THE PAYMENT OF THE \$100 BONUS

	THROUGH Nov. 30, 1925	1926 To Nov. 1	NET 1926 To Nov. 1
State tax	\$1,980,000.00	—	\$1,980,000.00
Civilian war poll tax	12,325,593.00	—	12,325,593.00
Corporation taxes	4,346,203.33	—	4,346,203.33
Inheritance taxes	1,314,937.94	\$11,623.08	1,326,561.02
Income taxes	2,854,793.47	—	2,854,793.47
	<u>\$22,821,527.74</u>	<u>\$11,623.08</u>	<u>\$22,833,150.82</u>
Abatement of taxes	\$346,898.56		
Refund — cities and towns	<u>2,000,000.00</u>		<u>2,346,898.56</u>
			Net \$20,486,252.26
Interest received on cash balances	\$90,235.86		
Premium on notes	<u>2,100.00</u>		
	<u>\$92,335.86</u>		

TABLE NO. 2

APPROXIMATE COST OF WORLD WAR TO MASSACHUSETTS (THROUGH NOV. 17, 1926,
STATE AND MILITARY AID NOT INCLUDED, EXCEPT OVERSEAS' BURIALS)

Massachusetts Military Service Loan of 1917 (\$10 per month bonus)		
Pay	\$3,730,712.42	
Expenses of administration	<u>49,365.85</u>	\$3,780,078.27 ¹
Massachusetts Military Service Loan of 1919 (\$100 gratuity)		
Gratuities	\$18,466,043.74	
Expenses of administration	<u>251,329.18</u>	\$18,717,372.92 ¹
Reimbursement of State Employees in military service		159,832.38
Other expenses (paid from Emergency War Loans and Appropriations):		
Food Production, Conservation, etc. (including Farm Machinery, Expenses of School Boys on Farms, etc.)		351,152.67
Influenza Epidemic		357,903.06
Improvement of New Bedford Pier		73,396.38
School of Naval Training		32,998.24
Information and employment bureaus, etc.		85,016.45

¹ Payments from these loans combined after 1923.

WORLD WAR FLAGS

Entertainment of soldiers (returning from France)	219,891.73
Intelligence Bureau (Adjutant General's Office)	102,540.91
Public Safety Committee	104,507.61
Emergency hospitals	80,080.92
Improvements at camps and various headquarters, freight shed, etc.	55,232.30
Home and State Guard and other military units (for organization, equipment, maintenance, supplies, etc.)	1,021,409.36
Memorials and memorial commissions	8,530.94
Sundry committees (industrial, efficiency, health, etc.)	18,122.88
Care of Soldiers' graves in France	40,990.35
Oversea burials	23,000.47
War records, and testimonials, regimental histories, etc.	119,066.56
Commission on History of Massachusetts in World War, Gold Star Record, etc.	21,275.48
Vocational rehabilitation	49,450.69
Miscellaneous	45,220.47
Interest on loans	1,751,973.11
	<u>\$27,219,044.15</u>

DEDICATION OF LIBERTY MALL

On Oct. 27, 1917, the Liberty Mall was dedicated on Boston Common. It runs parallel with Park Street and connects Lafayette Mall, symbolic of the American Revolution, with the approach to the Robert Gould Shaw Memorial, associated with memories of the Civil War.

With the Mall was dedicated the broad flight of granite steps leading from the Mall to the sidewalk in front of the Shaw Memorial. Oct. 27 was the day appointed for the inauguration of the Second Liberty Loan. The 301st Infantry, 76th Division ("Boston's Own"), was present from Camp Devens, and it was reviewed in front of the State House by Lieutenant Governor Calvin Coolidge. On the Common, addresses were made by Mayor James M. Curley, who drove the first stake in the outline of Liberty Mall and former Governor David I. Walsh; at the Shaw Memorial an address was given by William H. Lewis, speaking for a race which has known intimately the force of aspiration for Liberty.

THE HONOR SHIELD

The town of Gay Head won the shield offered by Governor McCall to the town which should have the largest number of men in proportion to population, in the United States Military and Naval Service of any town in New England, April 6, 1918, one year after the entrance of the United States into the World War.

On April 6, 1918, Gay Head had seventeen men or 10.4 per cent of population in service. After that date three more men enlisted. Gay Head holds a unique position among the towns of Massachusetts in that a preponderance of its population is of American Indian descent, a fact which accentuates the interest attaching to award of the Honor Shield.

The Honor Shield was presented to the town by Governor McCall in person, attended by other representatives of the Commonwealth, who sailed on the *Aztec* to Gay Head to unveil the tablet July 12, 1918.

WORLD WAR FLAGS

The colors (including also many guidons and burgees) of the following organizations which served in the World War were returned to the Governor of the Commonwealth and, with the exception noted, are preserved in Doric Hall (Hall of Flags), at the State House:

INFANTRY

101st Infantry, 104th Infantry, 301st Infantry, 302d Infantry, 74th Infantry, 3d Pioneer Infantry, 4th Pioneer Infantry, 5th Pioneer Infantry, 8th Regiment Massachusetts National Guard. Also the standard of the 12th (Plymouth) Division.

The colors of the 104th Infantry are decorated with the Croix-de-Guerre.

FIELD ARTILLERY

101st Regiment, 102d Regiment, 301st Regiment.

COAST ARTILLERY

33d Regiment, 55th Regiment, 71st Regiment.

CAVALRY

310th Regiment.

FIELD SIGNAL BATTALIONS

101st Battalion, 301st Battalion, 317th Battalion. [The last named is in the Senate Chamber.]

MACHINE GUN BATTALIONS

35th Battalion, 102d Battalion, 302d Battalion.

ENGINEERS

14th Regiment, 101st Regiment, 504th Service Battalion.

TRAINS

101st Sanitary (Field Hospital), 101st Field Sanitary, 101st Ammunition.

NAVAL

Massachusetts Naval Militia, U. S. Mine-laying Squadron, North Sea Mine Force.

TABLETS ERECTED IN THE STATE HOUSE IN RECOGNITION
OF WORLD WAR SERVICE

(Inscription)

To Commemorate the Services of
LIEUTENANT NORMAN PRINCE
Founder of the Lafayette Escadrille
A Pioneer in the World War
French Army 1914
Who Gave His Life in Humanity's Cause 1916.

(Inscription on Shell)

To His Excellency
GOV. SAMUEL WALKER McCALL
The First Shell Fired by the
National Guard
Against Germany,
Fired 3.45 P.M., Tuesday, Feb. 5, 1918
by
1st Section, Battery A.
101st Regiment, Field Artillery,
Col. John H. Sherburne, Commanding.

MEMORIAL TO WORLD WAR CHAPLAINS

(Inscription)

Where Shells Burst and Men Fell
Broken and Bleeding They Calmly Ministered
Heroic Witnesses to the Power of the Faith They Preached

Erected by the Commonwealth to Commemorate
The Service of Its Chaplains who Died in the World War

Rev. Capt. Walton S. Danker
Chaplain, 104th U.S. Infantry
Lieut. Fr. William F. Davitt
Chaplain 125th U.S. Infantry

Lieut. Fr. John B. Devalles
Chaplain 104th U.S. Infantry
Lieut. Fr. Simon A. O'Rourke
Chaplain U.S. Navy

CONGRESSIONAL MEDAL OF HONOR — WORLD WAR

(Inscription)

Valor
Charles W. Whittlesey
Michael J. Perkins
George Dilboy
Ralph Talbot

Awarded

The Congressional Medal of Honor for
Valor Beyond the Strict Call of Duty
World War 1917-1919

The Commonwealth
of Massachusetts
Mindful of Their
Heroic Services
Gratefully Dedicates
This Tablet
Armistice Day 1924

(Inscription on Plaque)

Faits D'Armes
De La 26^e Division D'Infanterie Americaine
En France
1918
Chemin Des Dames — 28 Fevrier
Bois Brûlé — 1-13 Avril
Seicheprey — 20-21 Avril
Camp Moulin — 30-31 Mai
Xivray-Marvoisin — 16 Juin

CHÂTEAU-THIERRY

Torey — Givry — Etrepilly — Trugny
Epieds — Bois De Trugny — Bois La Fère
18-25 Juillet

ST. MIHIEL — VIGNEULLES

12-13 Septembre
Bois Belleu — Bois D'Ormont — Bois D'Haumont — Côte 360
23-27 Octobre
Ville Devant Chaumont — Bois De Ville
Cap De Bonne Esperance
7-11 Novembre
Le Metal De Cette Inscription Provient Du
Champ De Bataille
De St. Mihiel

104th INFANTRY MURAL

The mural painting, depicting the decoration of the colors of the 104th Infantry, at Boucq, France, on April 28, 1918, by General Passaga, commanding the 32d French Army Corps, was dedicated on April 30, 1927.

TABLET

HENRY BRADFORD ENDICOTT

Humanitarian Loyal Citizen

Patriot

State and Federal

Food Administrator

Executive of the Massachusetts

Committee on Public Safety

February 10 1917 — November 21 1918

In a Time of Great National Emergency and

Civil Stress a Leader of the Home Army

He Placed His Eminent Abilities His Ener-

gies His Life at the Service of the State

and Nation Inspiring His Fellow Men to

Supreme Effort in Behalf of Country

of Principle of Right. In grateful and Loving
Tribute to His Memory This Tablet is Dedicated

By the Citizens of the Commonwealth

Born September 11 1857 Died February 12 1920

ANIMALS IN WORLD WAR

(Inscription)

This Tablet

Is Erected to the Memory

Of The Horses, Dogs and Other

Animals whose Faithful Service,

Whose Suffering and Whose

Death were part of the Price

Paid in the Great World War

1914-1919, Waged in Behalf of the

Liberties of Mankind.

MISSIONS FROM ALLIES

THE FRENCH MISSION: PREMIER VIVIANI AND MARSHAL JOFFRE IN BOSTON

In May, 1917, the delegation representing the French Government visited Boston. Premier Viviani and Marshal Joffre had been expected to arrive together, but the Premier was suddenly called to Ottawa, delaying his visit to Boston for a day. Marshal Joffre and party arrived at the South Station early in the morning, May 12, and found a great assembly awaiting him. Streets were thronged in spite of showers of rain. The National Lancers escorted the Marshal to the residence of Henry F. Sears, 86 Beacon Street.

At the State House troops on duty were Companies A, B, C, and D, First Corps Cadets, commanded by Captain Harold F. Estey.

Marshal Joffre was greeted in the Hall of Representatives by Governor McCall and addressed the members of the General Court. Breakfast at Faneuil Hall with three hundred and fifty guests, with addresses by the Mayor and others who gave Marshal Joffre welcome to the City of Boston. A parade followed, led by the Boston School Regiments, which was participated in by many troops which during the following year saw service in France. General Sweetser acted as Chief of Staff.

In the parade was a detachment of twenty-five men who had already seen service in the World War, in British or French Armies principally with the Ambulance Corps.

On Boston Common the sum of \$175,000 was presented to Marshal Joffre as a gift to the orphan children of France from school children of Massachusetts.

The train bearing Premier Viviani reached Boston on Sunday, the 13th instant, at 8.30 A.M., about the time that Marshal Joffre was entering Montreal. In spite of the rain throngs lined the streets. The official reception was at the Public Library with addresses of welcome by the Governor and Mayor and with response by Premier Viviani. Afterwards the Premier was welcomed at the Boston City Club and made a brief visit to Harvard. At Peter Bent Brigham Hospital he shook hands with the nurses whom, he assured, "France will not forget."

THE ITALIAN MISSION

On June 25, 1917, Prince Udine and the other members of The Italian Mission, accompanied by members of the United States department of State, visited Boston. At least five thousand citizens of Italian birth or parentage greeted the visitors on their arrival at the South Station, and more awaited their arrival at Copley Square. Breakfast was served at the Copley Plaza Hotel.

Formal reception to the Italian Mission was given at the State House by the Governor and other state officials. The legislature was not in session. The convention for the revision of the Constitution of the Commonwealth was in session and received the Mission. During the afternoon the Mission visited the Navy Yard, Charlestown, and made the trip down Boston Harbor. A banquet by the state and city was given at the Copley Plaza in the evening. Meanwhile a crowd estimated at fifty thousand surrounded the Parkman Band Stand on Boston Common and cheered addresses given by several members of the Italian delegation.

THE BELGIAN MISSION

The Envoys of the King of the Belgians were publicly received in Boston Aug. 4, 1917. They were entertained at the Copley Plaza, where a banquet was tendered the members of the Mission. Seven hundred guests were present. The Mayor presided. Baron Moneheur headed the delegation. The great feature of the day was the military parade, one of the largest ever held up to that time in Boston. It was composed in great part of National Guard units soon to go overseas. The State Guard also marched. The column was reviewed by the Mayor of Boston and the Governor of the Commonwealth. Brigadier General Sweetser was Marshal of the Day. The parade was witnessed by hundreds of thousands of spectators, weather conditions being perfect.

THE SERBIAN MISSION

On Jan. 18, 1918, greeting was given to the Serbian War Mission by the Commonwealth of Massachusetts and the City of Boston. The delegation was formally received at the State House, where Governor McCall, in the presence of a joint meeting of Senate and House, delivered an address of welcome. Response was made by Dr. Melencho Vesnich, head of the visiting delegation, setting forth the aims and hopes of Serbia in the war.

After luncheon at the Boston City Club, the afternoon was spent in visits to various points of interest and in informal receptions.

IMPERIAL JAPANESE MISSION

In spite of unfavorable weather a great crowd gathered at the South Station on Sept. 18, 1917, to greet the Imperial Japanese Mission. State and city, respectively, were officially represented by Lieutenant Governor Coolidge and Mayor Curley. Governor McCall and the Executive Council received the visitors at the State House, where

Viscount Ishi addressed the Constitutional Convention in the Hall of Flags. Just before noon the envoys held a reception there. A banquet at the Copley Plaza concluded the day, the afternoon of which had been marked by extension of courtesies on the part of prominent citizens. At the gathering in the evening, a gold medal with the inscription: "The City of Boston Honors and Welcomes the Japanese Commission, September, 1917," was presented to Viscount Ishi.

PRISONERS OF WAR

No accurate tabulation of the number of prisoners of war taken by the various units raised in Massachusetts has been attempted. The number was of course very large.

There has been listed names of 19 officers and 198 Massachusetts men who were prisoners of war, taken usually at the time of some German raid. These were divided among the branches of the service as follows:

OFFICERS		
Aviation 13	Infantry 5	Engineers 1
ENLISTED MEN		
Infantry 169	Machine gunners 17	Artillery 2
Engineers 4	Pioneers 1	Sanitary Train 2
Medical Detachment 1		Ambulance Service 2

Of the entire number given above the 26th Division contributed 77.

UNITED STATES NAVY ¹

Nearly 50,000 Massachusetts men served in the Navy during the World War.² As this contingent was distributed among every class of naval vessels, in all waters, and at land stations, it is impossible to specify the particular services rendered.

At the declaration of war the total enlisted and enrolled naval force was 65,777 men, and at the Armistice, 497,030.

For the year ending June 18, 1918, a report giving nativity of men in the Navy credited Massachusetts with 36,218 men, of whom 16,106 were in the U.S. Navy, 19,259 in the Naval Reserve, and 853 in the National Naval Volunteers. Massachusetts was given as the residence of 33,612. These totals were surpassed only by New York. Fifteen states furnished 66 per cent of the entire naval forces at that date.

The first naval force to go overseas was a squadron of six destroyers, commanded by Lieut.-Commander Taussig. These ships sailed from the Charlestown Navy Yard April 24, 1917, and arrived at Queenstown, Ireland, May 4. A naval base for U.S. destroyers was maintained at Queenstown throughout the war. Later, main bases were established at Gibraltar and Brest, and also at Delgado, Azores, and several secondary bases and also naval aviation bases were established overseas. Admiral William S. Sims was commander in chief of United States naval forces in European waters.

A naval detachment manned the five 14-inch naval guns on railroad mounts which operated along the battle front, going into action in September, 1918.

The U.S.S. *Mt. Vernon*,³ commissioned and refitted at Charlestown Navy Yard, was chiefly manned by Massachusetts men, and many of her officers were also from that state.

The total deaths in the Navy, exclusive of the Marine Corps,⁴ were 7544, of whom 422 were killed in action and 1251 died of wounds. From all causes 654 Massachusetts men and 8 women died while serving in the naval forces.

¹ See First Naval District, page 173.

² See page 250.

³ See pages 359, 360.

⁴ See page 373.

GENERAL PERSHING'S ORDERS COMMENDING TROOPS

General Headquarters

General Orders }
No. 238. }

It is with soldierly pride that I record in General Orders a tribute to the taking of the St. Mihiel salient by the First Army.

On Sept. 12, 1918, you delivered the first concerted offensive operation of the American Expeditionary Forces upon difficult terrain against this redoubtable position, immovably held for four years, which crumbled before your ably executed advance. Within twenty-four hours of the commencement of the attack, the salient had ceased to exist and you were threatening Metz.

Your divisions which had never been tried in the exacting conditions of major offensive operations, worthily emulated those of more arduous experience and earned their right to participate in the more difficult task to come. Your staff and auxiliary services, which labored so untiringly and so enthusiastically, deserve equal commendation, and we are indebted to the willing coöperation of veteran French divisions and of auxiliary units which the Allied commands put at our disposal.

Not only did you straighten a dangerous salient, capture 16,000 prisoners and 443 guns, and liberate 240 square miles of French territory, but you demonstrated the fitness for battle of a united American Army.

We appreciate the loyal training and effort of the First Army. In the name of our country, I offer our hearty and unmeasured thanks to these splendid Americans of the 1st, 4th, and 5th Corps and of the 1st, 2d, 4th, 5th, 26th, 42d, 82d, 89th, and 90th Divisions, which were engaged, and of the 3rd, 35th, 78th, 80th, and 91st Divisions, which were in reserve.

G.H.Q. American Expeditionary Forces
France, Nov. 12, 1918.

General Orders }
No. 203 }

The enemy has capitulated. It is fitting that I address myself in thanks directly to the officers and soldiers of the American Expeditionary Forces who by their heroic efforts have made possible this glorious result. Our armies, hurriedly raised and hastily trained, met a veteran enemy, and by courage, discipline, and skill always defeated him. Without complaint you have endured incessant toil, privation, and danger. You have seen many of your comrades make the supreme sacrifice that freedom may live. I thank you for the patience and courage with which you have endured. I congratulate you upon the splendid fruits of victory which your heroism and the blood of our gallant dead are now presenting to our nation. Your deeds will live forever on the most glorious pages of America's history. * * * * *

General Orders }
No. 232 }

France, Dec. 19, 1918.

It is with a sense of gratitude for its splendid accomplishment, which will live through all history, that I record in General Orders a tribute to the victory of the First Army in the Meuse-Argonne battle.

Tested and strengthened by the reduction of the St. Mihiel salient, for more than six weeks you battered against the pivot of the enemy line on the western front. It was a position of imposing natural strength, stretching on both sides of the Meuse River from the bitterly contested hills of Verdun to the almost impenetrable forest of the Argonne; a position, moreover, fortified by four years of labor designed to render it impregnable; a position held with the fullest resources of the enemy. That position you broke utterly, and thereby hastened the collapse of the enemy's military power.

Soldiers of all of the divisions engaged under the First, Third, and Fifth American Corps and the Second Colonial and Seventeenth French Corps — the 1st, 2d, 3d, 4th, 5th, 26th, 29th, 32d, 33d, 35th, 37th, 42d, 77th, 78th, 79th, 80th, 81st, 82d, 89th, 90th, and 91st American Divisions, the 18th and 26th French Divisions, and the 10th and 15th French Colonial divisions — you will be long remembered for the stubborn persistence of your progress, your storming of obstinately defended machine-gun nests, your penetration, yard by yard, of woods and ravines, your heroic resistance in the face of counter-attacks supported by powerful artillery fire. For more than a month, from the initial attack of Sept. 26, you fought your way slowly through the Argonne, through the woods and over the hills west of the Meuse; you slowly enlarged your hold on the Côtes de Meuse to the east, and then, on Nov. 1, your attack forced the enemy into flight. Pressing his retreat, you cleared the entire left bank of the Meuse south of Sedan, and then stormed the heights on the right bank and drove him into the plain beyond.

Soldiers of all army and corps troops engaged — to you no less credit is due; your steadfast adherence to duty and your dogged determination in the face of all obstacles made possible the heroic deeds cited above.

The achievement of the First Army, which is scarcely to be equaled in American history, must remain a source of proud satisfaction to the troops who participated in the last campaign of the war. The American people will remember it as the realization of the hitherto potential strength of the American contribution toward the cause to which they had sworn allegiance. There can be no greater reward for a soldier or for a soldier's memory.

This order will be read to all organizations at the first formation after its receipt.

General Headquarters
American Expeditionary Forces

General Orders }
No. 38-A. }

France, Feb. 28, 1919.

My Fellow Soldiers:

Now that your service with the American Expeditionary Forces is about to terminate, I cannot let you go without a personal word. At the call to arms, the patriotic young manhood of America eagerly responded and became the formidable army whose decisive victories testify to its efficiency and its valor. With the support of the nation firmly united to defend the cause of liberty, our army has executed the will of the people with resolute purpose. Our democracy has been tested, and the forces of autocracy have been defeated. To the glory of the citizen-soldier, our troops have faithfully fulfilled

their trust, and in a succession of brilliant offensives have overcome the menace to our civilization.

As an individual, your part in the world war has been an important one in the sum total of our achievements. Whether keeping lonely vigil in the trenches, or gallantly storming the enemy's stronghold; whether enduring monotonous drudgery at the rear, or sustaining the fighting line at the front, each has bravely and efficiently played his part. By willing sacrifice of personal rights; by cheeful endurance of hardship and privation; by vigor, strength, and indomitable will, made effective by thorough organization and cordial coöperation, you inspired the war-worn Allies with new life and turned the tide of threatened defeat into overwhelming victory.

With a consecrated devotion to duty and a will to conquer, you have loyally served your country. By your exemplary conduct a standard has been established and maintained never before attained by any army. With mind and body as clean and strong as the decisive blows you delivered against the foe, you are soon to return to the pursuits of peace. In leaving the scenes of your victories, may I ask that you carry home your high ideals and continue to live as you have served—an honor to the principles for which you have fought and to the fallen comrades you leave behind.

It is with pride in our success that I extend to you my sincere thanks for your splendid service to the army and to the nation.

Faithfully,

JOHN J. PERSHING,
Commander in Chief.

Official:

Robert C. Davis,
Adjutant General.

MAJOR GENERAL CLARENCE RANSOM EDWARDS

Major General Clarence Ransom Edwards died in Boston, Feb. 14, 1931. He was born in Cleveland, Ohio, Jan. 1, 1860, son of William and Lucia (Ransom) Edwards, and was of New England ancestry. Upon leaving West Point in 1883 he was assigned to the 23d Infantry, and stationed at Port Porter, Buffalo, where he served as post adjutant. In 1890 his regiment was at Fort Davis, Texas, where again he served as post adjutant. Then followed a two-year assignment in the Adjutant General's Office, Washington, after which he returned to the regiment and was given command of a company, and in 1896 was appointed regimental quartermaster. Thus, when the Spanish-American War came he was responsible for mobilizing the regiment at New Orleans ready to take the field. He became adjutant of the provisional brigade and later adjutant general, with rank of major, U. S. V., of the 4th Army Corps, which was being concentrated at Mobile. Early in 1899, while en route to Havana, to report as adjutant general of the Department of Cuba, he was chosen by Major General Henry W. Lawton as his adjutant general, and proceeded to the Philippines. He was under fire 112 times. On four occasions he was named by General Lawton for conspicuous gallantry and administrative ability. At the battle of Santa Cruz, April 10, 1899, he was entrusted with the centre of the advance drive and conducted the left wing. General Lawton was killed at San Mateo, Dec. 19, 1899, and Edwards, then lieutenant-colonel of the 47th U. S. Volunteers, returned with Lawton's body. He was called upon to organize the division of insular affairs,

and on July 1, 1902, was promoted colonel and appointed chief of the Bureau of Insular Affairs. In this position, which he retained until 1912, his great administrative ability produced important results. On June 30, 1906, he was promoted brigadier general.

In 1912 General Edwards returned to the line and successively commanded brigades in Texas and Hawaii, and in 1915 was given command of the Panama Canal Zone, from which post he was transferred in 1917 to take command of the newly created Department of the Northeast, with headquarters at Boston. He was commissioned major general Aug. 5, 1917, and given command of the 26th Division, which he organized and commanded until Oct. 22, 1918, when he was ordered to Boston to take command of the Northeastern Department.

General Edwards' return to Boston, Nov. 26, 1918, was the occasion of a most enthusiastic welcome. His reputation as a soldier and as a commander having at heart the welfare of his men so far as consistent with their military duty, had become well known and appreciated. He was received in the Hall of Flags at the State House by the state and city authorities and by the Vice-President of the United States who at that time was visiting Boston. That evening the state tendered him a banquet, after which he delivered an address at the Arena and was given a reception at Symphony Hall.

On Sept. 1, 1920, General Edwards was assigned to the 1st Division. He was promoted to the permanent rank of major general, March 5, 1921, and on July 1 took command of the 1st Corps Area. He was retired Nov. 1, 1922.

In 1923 General Edwards was elected commander of the Massachusetts Department of The American Legion.

He named his estate at Westwood, Mass., Doneroving, and until his last illness took an active part in its management.

General Edwards was intensely interested in public affairs, especially after his retirement. In his numerous activities he was seconded by Mrs. Edwards,¹ who throughout the war and after had been indefatigable in her efforts to help families of men in the service. Mrs. Edwards died Jan. 25, 1929.

The occasion of General Edwards' funeral was another opportunity for Massachusetts and veterans of the war to show the respect and affection in which this outstanding figure of the World War was held. Thousands filed past his bier in the Hall of Flags at the State House, and the funeral cortege Sunday evening was the most impressive ever seen in Boston. At the National Cemetery, Arlington, Va., where interment took place, the Federal government rendered full and impressive military honors. On Easter Sunday, at Boston Garden, there was held an unprecedented Memorial Service, attended by thousands of veterans and their families.

General Edwards held honorary degrees from many institutions of learning, and various military decorations, including that of Commander of the Legion of Honor (France) and the Grand Cross of the Order of Leopold (Belgium).

¹General Edwards married Bessie Rochester Porter, June 11, 1889. Bessie Porter Edwards, their only child, died Oct. 13, 1918, while training for an Army Nurse. See Gold Star Record of Massachusetts, page 687.

CHANGES IN GOLD STAR RECORD

- ADAMS:** Wlodyha, Edward. Change name to Wlodyka, Edward.
- ATTLEBORO:** Davidson, Fred Lincoln. Record has been reccredited to Ohio.
- ANDOVER:** Wilson, Herman Chambers: Marine Corps; died 6 Oct. 1918, of wounds received in action, Meuse-Argonne Offensive.
Enl. 18 April, 1917, Port Royal, S. C.; trans. 10 May, 1918, to Quantico, Va.; 8 June, 1918, to Casual Co. France; 21 June, 1918, to 49th Co. 5th Regt.
Born 15 Oct. 1893, in Asheville, N. C. Student at Phillips Academy, Andover, Mass.
- CHESTERFIELD:** Edwards, Oliver. Record cancelled. Having been discharged from temporary war-time rank July 31, 1919, his death not considered incidental to war.
- LOWELL:** Averill, Ray Rufus, Ensign, N.R.F., died 17 Oct. 1918, on board U.S.S. *Tenadores*, of disease.
Appointed Ensign and assigned to 3d Naval Dist. for duty on U.S.S. *Tenadores* 13 April, 1918.
Born 10 Nov. 1883, at Bolton, Vt., next of kin Jennie B. Averill (wife) Wentworth, N. H.
- MEDFORD:** Woodside, Irving Russell. Add to record — also brother of Edmund Roscoe Woodside (U.S. Navy).
- WINCHESTER:** Lynch, Charles Harold. Change birthplace of mother to Charlestown, Mass.
Wosilesky, Daniel, Private 1st Class, died 12 Nov. 1918, of wounds received in action.
Ent. at Baltimore, Md. 7 May, 1918; 8th Co. 2d Bn. 154th D.B.; trans. 20 June, 1918 to Co. B, 311th M.G.Bn.; 13 July, 1918 to Co. G, 313th Inf. Overseas 8 July, 1918.
Born 1892 in Russia.
- WOBURN:** Mohan, Arthur Michael. Add prior service: Enl. 7 July, 1915, in Mass. N.G. at Woburn; honorably discharged 9 Aug. 1917; dependent relatives; a Corp., Co. G, 5th Inf. Mass. N.G.
- BOSTON:** Dooley, William Ralph. Strike out word "deceased" after name of mother.
Tate, Edward S., died 12 Oct. 1918, of disease.
Enl. 8 July, 1916; Co. A, 9th Inf. Mass. N.G. Honorably discharged 9 April, 1917, on account of disability.
Ent. 27 Sept. 1918; 10th Co. 152d D.B. at Bridgeport, Conn. for L.B. at Niagara Falls, N.Y.
Born 26 Feb., 1888, Malden, Mass., son of Robert B. and Mary Tate.
- MILLVILLE:** The following names now appearing under Blackstone should be credited to Millville, set off from Blackstone, 1916.
Erickson, Leonard Eric
Feeny, Michael Joseph
McCabe, Thomas J.
- BOLTON:** Edes, David Oliver Nourse. Change date of death from Aug. 10 to Aug. 9, 1918.
- SHREWSBURY:** Manns, George Wiley, Captain, Sanitary Corps; died 5 Oct. 1918, at Base Hosp. 33, France, of disease
Enl. 14 Sept. 1918, R.A., Fort Huachuca, Ariz.; trans. to M.D. Amb. Co. No. 4, Fort William McKinley, P.I.; to Post Hosp. Camp Keithley, P.I.; to M.D. Hosp. Fort William McKinley, P.I.; to Letterman Gen. Hosp., Presidio, San Francisco, Calif. Discharged 15 July, 1918, to accept commission.

Appointed Captain, Sanitary Corps, 16 July, 1918; Sanitary Corps, Base Hosp. No. 79; overseas 5 Oct. 1918.

Born 7 April, 1880 at Waco, Texas. Husband of Annie M. Manns of North Grafton, Mass.

BOSTON:

The following record now appearing under Massachusetts, "Town unknown," should be added to Boston.

McGourty, John Farrell, Lieutenant, U.S. Coast Guard: Killed in action 26 Sept. 1918, when *Tampa* was sunk in Bristol Channel.

Appointed a Cadet from Massachusetts 27 June, 1905; assigned to Coast Guard Cutter *Tampa* 8 March, 1915. Graduated from Massachusetts Nautical School 15 Oct. 1900.

MASSACHUSETTS:

The following records have been recalled as not belonging to Massachusetts: Bowness, Harry, Marine Corps.

Dose, Frederick Charles, Captain, Infantry. Appointed from New York.

PART II

FIRST DIVISION

The 1st Division was organized in June, 1917. The units assigned to this division were organizations of the regular army, mostly stationed at posts along the Mexican Border, and not brought together until arrival in France. Transfers from other units and assignment of recruits brought the division to war strength.

Organizations assigned to the 1st Division were: 1st Infantry Brigade, 16th and 18th Infantry and 2d Machine Gun Battalion; 2d Infantry Brigade, 26th and 28th Infantry and 3d Machine Gun Battalion; 1st Field Artillery Brigade, 6th and 7th (light), 5th (heavy) Field Artillery, and 1st Trench Mortar Battery; 1st Machine Gun Battalion; 1st Engineers; 2d Field Signal Battalion; and trains.

The first contingent to leave for France — the two infantry brigades, Field Hospital No. 13, Ambulance Co. No. 13, and Co. C, 2d Field Signal Battalion, — sailed from Hoboken June 13, 1917, and disembarked at St. Nazaire, June 26. Division headquarters arrived the following day, and the remainder of the division, except the Supply Train, shortly thereafter. The Gondrecourt area was selected for training all units except the artillery, which went to Valdahon.

The division entered the line Oct. 21, 1917, in the Lunéville Sector, near Nancy. On Oct. 23, Battery C, 6th Field Artillery, fired the first American shot on the western front. The first German prisoner captured by Americans was taken here and the first American battle losses (Corporal Gresham and Privates Enright and Hay, all of the 16th Infantry, killed in a German raid on our lines at Bathelémont, Nov. 2) were suffered here. On Nov. 20, the division was withdrawn and returned to Gondrecourt to continue training. It again entered the line Jan. 15–16, 1918, east of St. Mihiel in the Ansauville Sector, which was part of the sector later called the Boucq Sector when occupied by the 26th Division, and while there, was placed, March 28, by General Pershing at the disposal of the Allied High Command.

The division was sent into Picardy, and took over the Cantigny Sector, three miles west of Montdidier, April 25.

Plans for the capture of Cantigny were developed, not only for the purpose of straightening out the line but for the moral effect, on friend and enemy, of American troops in an independent action.

The attack was made May 28 by the 28th Infantry. All objectives were taken and held against strong counter attacks, constantly repeated for two days. The division remained in position until July 7, when it was withdrawn to Dammartin-en-Goele and vicinity.

On July 18, the 1st and 2d Divisions with the 1st Moroccan (French) Division, constituting the 20th (French) Army Corps, delivered a surprise attack against the German lines southwest of Soissons. After four days of constant fighting, against determined and gradually strengthening resistance, the enemy was forced back of the Soissons–Château–Thierry road, to a point where Soissons was under the guns of the Allies, and being untenable by the enemy was evacuated by them. Having completed the work assigned to it, the division was withdrawn July 22–24, being relieved by the 15th (Scottish)

Division. In this action the division advanced 6.8 miles, captured 3500 prisoners, 68 guns, and quantities of other materials, and suffered a loss of 8365 men, including 60 per cent of the infantry officers.

From Aug. 7-24 the division occupied the quiet Saizerais Sector, near Toul. Following this rest, during which replacements were received, the division took part in the reduction of the St. Mihiel salient, Sept. 12, advancing over a front extending from Xivray to Seicheprey. The next morning, Sept. 13, the 1st Division and the 26th Division, which had attacked from the west, established connections just south of Vigneulles, and this threatening and hitherto impregnable salient was wiped out. During the advance of the division it captured 1195 prisoners, 30 field guns and howitzers, 50 machine guns, and quantities of ammunition and stores.

The division was relieved by the 42d Division, and shifted west in preparation for the Meuse-Argonne Offensive. It relieved the 35th Division, First Corps, north of Very, near Charpentry, on the night of Sept. 30-Oct. 1. From Oct. 4 it fought continuously, advancing along the east side of the Aire Valley, against stubborn resistance of the best German troops. Fléville and Exermont were captured and the adjoining rugged, wooded country to the north and east occupied. In the advance the 28th and later the 82d Division [q.v.] was on the left of the 1st Division, and the 91st Division, later relieved by the 32d Division, on the right. The 82d Division cleared the Aire Valley and the highlands to the west, enabling the 1st Division to continue its advance.

The 1st Division was relieved by the 42d Division north of Sommerance, Oct. 11-12. The division, which in the meantime had passed to the Fifth Corps command, had captured 1400 prisoners, 13 field guns, and many stores, and suffered 9194 casualties. It had advanced seven kilometers in a most difficult country. After a brief rest in the vicinity of Bar-le-Duc, as reserve of the Fifth Corps, the division again entered the line Nov. 5, this time north of the Stonne-Beaumont road, relieving the 80th Division; reached the Meuse at Mouzon on the 6th, and turning to the left continued to advance parallel with the river until the afternoon of Nov. 7.

The 16th Infantry, having crossed the sector assigned to the 42d Division, reached the heights dominating Sedan, night of Nov. 6-7 (see also 42d Division), but was withdrawn Nov. 7 with other elements of the division which had made forced marches, under misinterpretation of orders, toward Sedan from the vicinity of Mouzon.

Losses from Oct. 1 totaled 10,116, more than any other division in the Meuse-Argonne operations.

The division was assigned to the Army of Occupation (Third Army). It entered Germany Dec. 1, 1918; crossed the Rhine Dec. 13, and established itself in the Coblenz bridgehead. Here it remained until Aug. 16, 1919, when the movement home was begun. Division headquarters embarked at Brest Aug. 25, and arrived at New York Sept. 5.

The division had six different commanding generals: Maj.-Gen. William L. Silbert, June 8 to Dec. 14, 1917; Maj.-Gen. Robert L. Bullard, Dec. 14, 1917 to June 30, 1918; Brig.-Gen. Charles P. Summerall, July 18 to Oct. 11, 1918; Brig.-Gen. Frank E. Bamford, Oct. 12-19, 1918; Brig.-Gen. Frank Parker, Oct. 20 to Nov. 20, 1918; Maj.-Gen. Edward F. McGlachlin, Nov. 20, 1918 to Sept. 9, 1919.

The battle casualties of this division were heavy, 22,320 total casualties, including 3730 killed in action.

At the time of the return of the 1st Division the emergency addresses given by its personnel (less three batteries of the 6th Field Artillery) showed 1277 New England addresses, 603 in Massachusetts. One hundred and one men in the infantry brigades gave a Massachusetts address, and 550 gave a New England address.

It is estimated that at least 2500 Massachusetts men served in this division during its service in the American Expeditionary Forces.

Massachusetts men who died while members of this division numbered 190, divided as follows :

16th Inf.,	26	3d M.G. Bn.,	6	2d Field Signal Bn.,	1
18th Inf.,	35	Supply Tr.,	1	1st Ammunition Tr.,	1
26th Inf.,	42	5th F.A.,	2	1st Trench Mortar Bty.,	1
28th Inf.,	26	6th F.A.,	5	Ambulance Co. 3,	1
1st M.G. Bn.,	3	7th F.A.,	17		
2d M.G. Bn.,	9	1st Engineers,	14		

SECOND DIVISION

The 2d Division was organized in October, 1917. Some of the units were in France as early as June 27, 1917; the last reached there March 15, 1918.

Organizations making up the division were: 3d Infantry Brigade, 9th and 23d Infantry and 5th Machine Gun Battalion; 4th Infantry Brigade, 5th and 6th Marines and 6th Machine Gun Battalion; 2d Field Artillery Brigade, 12th and 15th (light), 17th (heavy) Field Artillery, and 2d Trench Mortar Battery; also the 4th Machine Gun Battalion; 2d Engineers; 1st Field Signal Battalion; and trains.

Division headquarters on arrival in France were established at Bourmont. The infantry was sent to the Department of the Haute-Marne for training. The artillery, arriving during December and January, went to Valdahon for instruction.

New England was heavily represented (4296) in the personnel of the division; in many companies as high as 20 to 25 per cent were New Englanders, the majority being from Massachusetts, numbering 2671 so far as known. These men were especially found in the 23d Infantry, and in the Marine Brigade.

The division's first experience in the front line began March 16, 1918, between Verdun and St. Mihiel, in the Toulon-Troyon Sector. On April 13-14 the 9th Infantry repulsed a strong enemy raid. The division remained in this sector until May 13, when it moved to the vicinity of Chaumont-en-Vixen (Oise) for further training.

With the start of the German offensive, May 27, 1918, between the Aisne and the Marne rivers, the division was placed at the disposal of the French and (June 1-3) relieved exhausted French troops blocking the direct road to Paris, west of Château-Thierry. On June 4, the division began that series of vigorous attacks which ultimately led to the occupation of Bouresches, Belleau Wood, Vaux, and the Bois de la Roche. This operation lasted until after July 1. On July 4, the 3d French Army Corps, holding the sector in front of Château-Thierry, turned over that sector to the 1st American Army Corps, composed of the 2d Division, the 26th Division, and the 167th (French) Division. On the 9th the 2d Division was relieved and placed in reserve along the line Montreuil-St. Aulde, having suffered casualties of about 8000 men.

To initiate the Aisne-Marne Offensive the 1st and 2d Divisions, and the 1st Moroccan (French) Division, forming the 20th Corps, under command of General Mangin, 10th French Army, were concentrated in the Retz forest July 17, and used on July 18 in a surprise attack on the western edge of the German salient southwest of Soissons, inaugurating the great allied offensive. The 2d Division advanced 6 miles in 26 hours, capturing Beaurepaire Farm, Vauxcastile, and Vierzy, and by the end of the second day was facing Tigny. The Moroccan division, of which the Foreign Legion was a part, was between the two American divisions, the 2d Division on the south. Four-fifths of the force were

Americans. During this operation, which caused the Germans to evacuate Soissons and which cut the Soissons-Château-Thierry road, the division captured 3000 prisoners and 75 guns and suffered 5000 casualties. The division, with the exception of the artillery, was relieved July 19-20 and assembled near Pierrefonds. The artillery remained in line until July 25.

Following a short stay in the Ormoy-Villers area and later in the Marbache Sector, the division moved, Aug. 16, to the Colombey-les-Belles area. Here preparations were made for the St. Mihiel Offensive. In that offensive the division was in the center of the American line and formed the left flank of the 1st Corps. The marines held the extreme left. The advance, Sept. 12, was from north of Limey through Remenauville, Thiaucourt and Jaulny, all occupied that day. The division was relieved Sept. 15-16 on the line north of Jaulny, by the 78th Division, and withdrawn to the area about Toul.

For the initial attack in the Meuse-Argonne Offensive, Sept. 26, the division was placed at the disposal of the French and attached to 21st Corps, 4th French Army, which had been held up by the Germans near Somme-Py. On the night of Oct. 1-2 it entered the line in the Champagne, northwest of Somme-Py, and attacked on the morning of Oct. 3. During the next four days occurred the assaults which led to the occupation of Médéah Farm, Blanc Mont Ridge, and advance to the Étienne-Orfeuill road. During this operation, vital to the successful advance of the French on the left of the American forces in the Argonne, the division captured 2300 prisoners and suffered losses of 5400 men. The division, with the exception of the artillery and engineers, was relieved Oct. 8-10 by the 36th Division, and joined the 1st American Army in the Argonne.

The division was concentrated about Exermont in reserve, attached to the 5th Army Corps. On Oct. 31, the artillery and engineers having rejoined in the meantime, the 42d Division was relieved on the line south of St. Georges and the division thus took part in the general attack, Nov. 1, capturing St. Georges, Landres-et-St. Georges, Bois des Hazois, Landreville, Bayonville-et-Chénery, and continuing its rapid advance drove the enemy from Bois de la Polie, Fosse, Nouart, and by evening of Nov. 4 had nearly reached Beaumont. Létanne on the Meuse was reached Nov. 5, and on the night of Nov. 10 the division effected a crossing of the Meuse.

During its operations the division took a total of 12,026 prisoners and suffered total casualties of 25,076. Replacements to Nov. 11, 1918, numbered about 38,000.

After the armistice the division was assigned to the Army of Occupation and began its march to Germany Nov. 17. It entered Germany at Bollendorf Dec. 1, crossed the Rhine at Remagen on the 13th, and established itself at the Coblenz bridgehead with headquarters at Heddesdorf. Division headquarters sailed from Brest July 25, and arrived at New York, Aug. 3, 1919.

The division had five commanding officers: Brigadier General Charles A. Doyen, Oct. 26 to Nov. 8, 1917, and Major General Omar Bundy, Nov. 8 to July 14, 1918; Major General James G. Harbord, July 14-28; Major General John A. LeJenne July 29, 1918 to Aug. 10, 1919.

The division had the distinction of receiving the greatest number of decorations of any division in the A. E. F., a total of 4588, including 7 Congressional Medals of Honor, 708 Distinguished Service Crosses, 22 Distinguished Service Medals, and 51 Médailles Militaire.

Casualties were reported as 24,085. Total battle casualties were Army 11,746, Marines 11,348, Navy 122 and of these 15,137 killed in action or died of wounds. The division took over 12,000 prisoners. More than 65,000 men served in the division during the war.

FOURTH BRIGADE (MARINE BRIGADE)

The Marine Brigade was organized as the 4th Brigade, U. S. Army, Oct. 23, 1917. On that date Colonel Charles A. Doyen cabled his acceptance of his appointment as Brigadier-General.

The composition of the brigade was as follows:

5th Regiment, organized June 7, 1917, at Philadelphia, comprising the 1st Battalion: 17th, 49th, 66th, and 67th Companies; 2d Battalion: 18th, 43d, 51st, and 55th Companies; 3d Battalion: 16th, 20th, 45th, and 47th Companies; 8th Machine Gun Company, Supply Company, and Headquarters Company.

6th Regiment, organized July, 1917, at Quantico, Va., comprising the 1st Battalion: 74th, 75th, 76th, and 95th Companies; 2d Battalion: 78th, 79th, 80th, and 96th Companies; 3d Battalion: 82d, 83d, 84th, and 97th Companies; 73d Machine Gun Company, Supply Company, and Headquarters Company.

6th Machine Gun Battalion, consisting of the 15th, 23d, 77th, and 81st Companies. From Oct. 26, 1917, to Aug. 8, 1919, the brigade was a part of the 2d Division, except from Oct. 20-23, 1918, when it was provisionally at the disposal of the 4th French Army, in the vicinity of Lippincourt. On Aug. 8, 1919, it was transferred back to the Naval Service.

The 5th Regiment arrived at St. Nazaire, France, June 26-27 and July 2, 1917. Some months elapsed before the arrival of the first elements of the 6th Regiment, the 1st Battalion of which arrived at St. Nazaire, Oct. 5, 1917, and the last unit Feb. 6, 1918.

For the first few months after the arrival in France, both regiments did duty along the line of communication, but early in January were concentrated in the Bourmont Training Area, with brigade organization perfected, and headquarters at Damblain.

The brigade remained in the training area until March 14, 1918, when movement began into subsectors on the Verdun front, — the first units entering the front line during the night of March 16-17, 1918. Headquarters were at Toulon. The brigade remained on this front until May 14, 1918, when it proceeded to an area around Vitry-le-François for open warfare training. On May 14, 1918, the brigade left this area and proceeded to the vicinity of Gisors-Chaumont-en-Vixen, whence it was hurried forward to fill a gap in the French line caused by the successful German advance threatening Paris.

The 2d Division, June 1, was deployed across the Château-Thierry road and took position facing northeast with Lucy-le-Bocage in the center, and effectually checked German advance in that sector.

The fighting of the brigade in this, the Château-Thierry Sector, was divided into two parts, one a stubborn defense lasting until June 5, the other a vicious offensive starting June 6 and continuing until July 1.

The brigade captured Hill 142 and Bouresches, June 6, and finally cleared the Bois de Belleau of the enemy, June 26, after very severe fighting covering three weeks.

The achievements of the 4th Brigade in the Château-Thierry Sector were twice recognized by the French. The first changed the name of the Bois de Belleau to "Bois de la Brigade de Marine." The second was the citation of all units of the brigade in French Army Orders. The brigade was relieved on the night of July 5-6 by the 26th Division and was moved to a position in reserve, with headquarters at Nanteuil-sur-Marne.

On July 17, headquarters were established at Vivières, southwest of Soissons, preparatory to taking part in the Aisne-Marne Offensive. The attack was made on the morning of July 18, with the 5th Regiment in line and the 6th Regiment as division reserve. Relieved on the night of July 19, the brigade was placed in reserve and on the 22d moved to the area around Taille-fontaine. July 29, it moved into the area about Nancy for rest

and refitting. On Aug. 5, the brigade moved into the Marbache subsector, near Pont-à-Mousson, on the Moselle River, remaining there until Aug. 18. Intensive training for the St. Mihiel Offensive was carried on in an area southeast of Toul, whence the brigade moved Sept. 2, marching to the vicinity of Manonville, and from Sept. 12-16, it was engaged in the St. Mihiel Offensive. After a few days in a rest area south of Toul, Sept. 20-25, the brigade entrained for the area south of Châlons-sur-Marne, where the division became temporarily a part of the 4th French Army, and moved into the Souain-Suippes area Sept. 28, and on Oct. 1-2 entered the front line near Somme-Py.

Acting with the other units in the 2d Division, the brigade attacked and captured Blanc Mont Ridge Oct. 3, bringing about a general retirement by the Germans from the territory on the west.

On being relieved Oct. 10, the brigade became the reserve of the 4th French Army and remained in the Suippes-Nantivet area, resting and refitting until Oct. 14. On this date orders were received placing the brigade provisionally at the disposal of the 9th Army (French) Corps to hold a sector in the region Attigny-Voncq-Aisne River. As the brigade was about to take over this sector it was ordered to rejoin the 2d Division, preparatory to entering the Meuse-Argonne Offensive, as part of the 5th Corps.

The brigade relieved elements of the 42d Division just south of Landres-et-St. Georges, and began its advance Nov. 1, which continued until the Armistice, eleven days later, which date found it firmly established on the heights of the far bank of the Meuse River.

Summary of Operations of the 4th Brigade

Toulon Sector, Verdun: March 15 to May 13, 1918.

Aisne Defensive, Château-Thierry Sector: May 31 to June 5, 1918.

Château-Thierry Sector (capture of Hill 142, Bouresches, Belleau Wood): June 6 to July 9, 1918.

Aisne-Marne (Soissons) Offensive: July 18 to July 19, 1918.

Marbache Sector, near Pont-à-Mousson, Moselle River: Aug. 9 to Aug. 16, 1918.

St. Mihiel Offensive, vicinity of Thiaucourt, Xammes, and Jaulny: Sept. 12 to Sept. 16, 1918.

Meuse-Argonne (Champagne), capture of Blanc Mont Ridge and St. Étienne: Oct. 1 to Oct. 10, 1918.

Meuse-Argonne (crossing of the Meuse River): Nov. 1 to Nov. 11, 1918.

The total number of Massachusetts men who died while members of this division so far as known was 385, all but 29 of whom were in the two infantry brigades, 112 being in the 4th (Marine) Brigade.

These losses were divided as follows:

9th Inf.,	83	6th Marine,	1	2d Trench Mortar Btry.,	1
23d Inf.,	149	6th M.G. Bn.,	7	2d Am. Train,	3
4th M.G. Bn.,	67	12th F.A.,	12	2d Engrs.,	3
5th M.G. Bn.,	12	15th F.A.,	5	Q. M. Det.,	1
5th Marine,	38	17th F.A.,	3		

THIRD DIVISION

The 3d Division was organized at Camp Greene, N. C., in November, 1917, from troops of the Regular Army and transfers from other units including large drafts from Camps Lec, Upton, Dix and Funston. Its organization was: 5th Infantry Brigade, composed of the 4th and 7th Infantry and 8th Machine Gun Battalion; 6th Infantry Brigade, 30th and 38th Infantry (the latter regiment being built on a nucleus received from the 30th) and 9th Machine Gun Battalion; 7th Machine Gun Battalion: 3d Field Artillery

Brigade, 10th and 76th (light), and 18th (heavy) Field Artillery; 6th Engineers; 5th Field Signal Battalion; and trains. Of these units only the infantry and machine gunners were assembled at Camp Greene. The 6th Brigade left camp late in March. Some units sailed from Hoboken and others from Halifax. The remaining units did not join until after arrival in France, "some as late as the eve of battle, July 14, 1918."

The engineer regiment arrived in France Dec. 20, 1917, and were assigned to the British area. In the German advance of March and April, 1918, this regiment had about a hundred casualties. (See 6th Engineers.)

The artillery brigade proceeded to Coëtquidan for training, the other units to the Châteauvillain area.

The German victory over the French along the Aisne, May 27-28, and subsequent advance to the Marne, reached three days later on the heels of a much-confused and nearly demoralized foe, resulted in orders to the 3d Division to proceed at once to the Château-Thierry front as reinforcements for the French Corps holding the Marne. The 7th Machine Gun Battalion, which was motorized, arrived on May 31, in advance of the rest of the division. This battalion was ordered to place two guns at the first crossroads just north of the main bridge across the Marne, to command the approaches from the north and east, thus supporting the French Colonials who held the town until relieved by the 4th Infantry. Château-Thierry is on both banks of the Marne, but the old town with the plaza and castle is on the north bank. Other platoons were stationed along the south bank to cover the two bridges. All day, June 1, the retreating French passed through the American lines, and late that day the Germans attempted to force the bridge-heads. The blowing up of the main bridge at ten in the evening left the platoon on the north side cut off, but it succeeded in reaching the railway bridge about 500 yards to the east. That was destroyed on the night of June 3.

General Pétain, Marshal of France, cited the battalion as follows :

"Under command of Major Taylor, barred to the enemy the passage to the Marne. In the course of violent combat, particularly May 31 and June 1, 1918, it disputed foot by foot with the Germans the northern outskirts of Château-Thierry, covered itself with incomparable glory, thanks to its valor and its skill, costing the enemy sanguinary losses."

The division was under command of the 38th French Corps, and its units were dispersed over the entire sector front, both along and west of the river. On June 15 the 7th Infantry was temporarily attached to the 2d Division, and relieved the Marines in Belleau Wood, and on the 19th and 20th lost heavily in an attempt to dislodge the enemy. After reorganizing, the Marines again took over that sector and after severe fighting cleared the wood. (See Marine Brigade, 2d Division.) In the meantime the 30th Infantry had been in action at Hill 204 and before Vaux.

The French command decided to give the division a sector in the line June 6, and steps were soon taken to reassemble the units of the division, and to place the assigned sector in condition for defense. This sector extended from the eastern suburbs of Château-Thierry, south of the river, to a point east of Mézy and the mouth of the little Surlélin River, a front of about twelve kilometers. This covered the bend of the river where it sweeps to the north toward Jaulgonne, whence it again flows southerly and easterly past Epernay and Châlons, the objectives in the drive of the Germans which opened July 15, and is known as the Second Battle of the Marne. The four infantry regiments were disposed in line along this front, the 4th, 7th, 30th, and 38th, from west to east. On the right was the 125th (French) Division, holding the sector which included Varrennes and the south and west banks of the river opposite Jaulgonne.

These two sectors afforded ample opportunity for river crossings, and the nature of the terrain, a "flat" skirted on three sides by the river, afforded opportunity for the assaulting columns to organize an attack upon the allied lines. The American lines had been established along the railway and along the aqueduct, which followed the bend of the river, and back of which were the heights to the south. These heights corresponded to the heights north of but much nearer the river, and along which and in the ravines leading to the north bank the enemy were able to form for the crossing, under the protection of a heavy artillery fire which lasted until ten o'clock.

On the American front, after severe losses, the Germans succeeded in effecting a crossing at points north of Fossoy and east and west of Mézy, and by eight o'clock in the morning had forced back the American detachments west of Mézy to the prepared position south of Fossoy. After the precipitate withdrawal of the 125th (French) Division to align with the French forces on the east, which had fallen back some distance from the river to make a stand on high ground, the 38th Infantry had to sustain attack not only to the front but against both flanks. An orderly withdrawal of the outpost positions was affected during the afternoon to the position along the aqueduct, but the German advance by this time had been checked, and at no time had the enemy been able to pass the road leading from Fossoy to Crézancy nor to gain the Surmelin valley, which would have given them opportunity to advance upon Montmirail, ten miles south of the Marne, and to extend their front and to exploit the highway to Paris, had that been the desired objective. This objective, however, appears from German army records, to have been to clear the plateau of Rheims by seizing the river crossings at Epernay.

Realizing the futility of further attempts to reach their objectives the Germans retired across the Marne while yet able to do so. Thus the defense of the Marne at this point not only closed one road to Paris just as the other and main road north of the Marne was now held by the 2d Division, but prevented the enemy from attaining his immediate objective.

Henceforth the division was named the "Marne Division," but to the 38th Regiment fell the supreme honor of having its colors decorated with the Croix-de-Guerre and being designated as "The Rock of the Marne." The 3d Division during that day on the front, from Château-Thierry to Rheims, was the only one to hold its position. Two companies of the 4th Infantry had participated in the defense of Crézancy, and companies of the 7th counter-attacked on Fossoy in the afternoon. The 26th (Yankee) Division was stationed in the front line at Vaux, west of Château-Thierry. In support along the entire front, covering the sectors defended by the 3d, the 39th (French), and 26th Divisions, was the 28th (American) Division. During the night a partial relief of the 30th Infantry was effected by the 111th Infantry, 28th Division, and the following night this regiment completed the relief. During the day four companies of the 28th Division, sent into the front lines on the 14th to strengthen the 125th (French) Division in the Jaulgonne bend, had been left to maintain their positions while the French "used their 'yielding defense tactics.'" A few groups managed to fight their way out through the Germans, the remainder were killed in action or taken prisoners. (For the part taken by another American division in the battle east of Rheims, see 42d Division.) There was no attempt of the Germans that day to advance west of Château-Thierry.

With the opening of the Allied operation, the Aisne-Marne Offensive, July 18, the division prepared to cross the Marne east of Château-Thierry. This move was made on the 21st. Jaulgonne was captured July 22 by the 1st Battalion of the 38th Infantry, which had crossed the Marne at Mézy in the early hours of that day and on the 24th was relieved by the 30th Infantry. Le Charnel was taken the 25th, the Ourcq reached the

28th, and Ronchères occupied on that day. The 3d Division was relieved by the 32d Division July 30. The 38th Infantry received 1022 replacements July 24 and July 29.

In the meantime the 6th Infantry Brigade was sent to the Valley of the Vesle, east of Fismes, where for a week this brigade was given what would appear to have been impossible objectives. It rejoined the division before the move to the St. Mihiel Sector. General Dickman was taken from the 3d Division, which had been attached to the 3d Corps (American), and given command of the 4th Corps in August. The division was sent to the Vaucouleurs area in preparation for the St. Mihiel Offensive, and in that operation was attached to the 4th Army Corps as reserve.

On Sept. 29, the division passed to the 5th Army Corps and went into the front line Sept. 30, relieving the 79th Division. It was transferred to the 3d Army Corps Oct. 12. For twenty-seven days during the Meuse-Argonne Offensive it was continuously in the front line. The 38th Infantry attacked on Oct. 9, took objective and on that and successive days suffered heavily. During this time it advanced seven kilometers and captured the Bois de Cunel and Hill 299. The division was relieved Oct. 27 by the 5th Division and proceeded to the Tannois rest area.

During combat the division took 2240 prisoners and suffered 16,117 casualties.

After the Armistice, the division was assigned to the Army of Occupation. Marching on Nov. 17, it entered Germany Dec. 1 by way of the Remich and Schengen bridges over the Moselle River and established itself at the Coblenz bridgehead Dec. 17, with headquarters at Andernach.

Homeward bound, division headquarters sailed from Brest Aug. 14, and arrived at New York Aug. 23, 1919.

The combat service of the division was as follows: Aisne Defensive; Château-Thierry Sector; Champagne-Marne Defensive; Aisne-Marne Offensive; St. Mihiel Offensive; and Meuse-Argonne Offensive; and in addition the 6th Engineers served with the British in the Peronne Sector, Somme Defensive; and also in the Amiens Sector.

The division had seven commanding officers: Major General Joseph T. Dickman, to August, 1918; Brigadier General Fred W. Sladen, Aug. 18-25; Major General Beaumont B. Buck, Aug. 25 to Oct. 17; Brigadier General Preston Brown, Oct. 17 to Nov. 18, 1918; and Major General Robert L. Howze to Aug. 23, 1919.

The number of Massachusetts men in the ranks of the 3d Division probably exceeded 2000, largely in the 6th Brigade, the original units of which were stationed at Syracuse at the beginning of the war, and received large accessions from Fort Slocum in July, 1917.

6TH ENGINEERS

The 6th Engineer Regiment, U.S.A., was organized May 18, 1917, at Washington Barracks; 9 officers, 296 men from Companies C and D of the 1st Engineers having been transferred to form the nucleus of the new regiment. The men from Company C were assigned to the 1st Battalion, those from Company D to the 2d Battalion.

During this period of training, the regiment was built up to strength (reached in October, 1917, when a large draft was received) and was stationed at Camp American University and in part at Camp Humphreys and Washington Barracks.

The regiment left Washington Dec. 2, 1917, and embarked on the 3d at Jersey City on transports S. S. *George Washington* and S. S. *Huron*, and sailed Dec. 4, with Colonel Harts in command. The *George Washington* proceeded to Brest and the *Huron* to St. Nazaire, arriving Dec. 20.

The troops landed three days later. The 1st Battalion proceeded part to Prauthoy and part to Vaux-sous-Aubigny.

Until the latter part of April, detachments from the battalion were employed in the 10th Divisional Area and in the 26th Divisional Area in barrack and hospital construction. On April 25, 1918, the 1st Battalion received orders to entrain for Hangest-sur-Somme.

The 2d Battalion, on debarkation at St. Nazaire, proceeded at once to Champlitte, after which it was employed in construction on school buildings for 1st Corps School at Gondrecourt, on Base Hospital at Rimaucourt, and barracks at Champlitte and elsewhere.

In February, part of the regiment, under Major T. B. Larkin, proceeded to Bazoilles-sur-Meuse for construction of a 10,000 bed hospital, while the remaining companies were engaged in bridge building near Peronne on the British front.

Here, during the German advance in March, 1918, Companies B and D were employed in digging trenches, organizing positions, and fighting delaying actions to cover the retreat of the Fifth British Army. On March 29, casualties were suffered by direct enemy gun fire on the prepared position. A heavy enemy bombardment was laid down on the 30th, but the attack launched from Warfusee was broken up.

The casualties of B and D companies and the Headquarters detachment, 1st Battalion, in this sector during the Somme defensive were 28 officers and men killed or died of wounds, and 54 officers and men wounded. After being relieved April 2 and 3, this detachment proceeded to Camon and engaged in heavy bridge construction. The remaining companies of the regiment entrained for the British front April 29, proceeding to Saleux and Hangest-sur-Somme, and were the first American troops to appear in that section of the front.

Companies A, C, and F were assigned to the 4th British Army and aided in fortifying the Amiens sector, at times under enemy fire, notwithstanding which there were but 3 men killed and 22 wounded or gassed.

The regiment was relieved early in June. At Remaucourt it was reviewed by General Rawlinson, commanding the 4th British Army, who conferred many decorations, highly praising the regiment. Companies A and C were cited by the general commanding the 3d Australian Division.

As a result of the splendid work performed by this regiment at the British front, its commanding officer, Colonel John N. Hodges, received the Distinguished Service Order, a British decoration, and was made a brigadier general. He had the distinction of being the youngest general officer in the American Army in the war, and was given command of the 23d Brigade, 12th Division, organized at Camp Devens.

On June 12, the regiment moved to the Château-Thierry Sector, where the 3d Division, to which the regiment belonged, was holding part of the front. Here the regiment assumed the usual duties of a divisional engineer regiment, some detachments accompanying infantry regiments, others occupied in various construction and fortification work in the divisional area.

The history of the regiment henceforth is necessarily that of the 3d Division, which was engaged in the Château-Thierry sector until July 14; took part in the immediately following Champagne-Marne Defensive July 15-18, and in the Aisne-Marne Offensive July 18-27.

During the period up to July 14, the regiment lost 3 killed and 12 wounded or gassed. During the German offensive of July 15, many of the engineers found themselves so placed that they could join with the nearest infantry units and did so. Part of the regiment, Companies E and F, were used as infantry supporting the 7th and 38th Infantry. During this engagement the working parties suffered heavy casualties. Company C alone lost forty per cent of its strength, total casualties being 46 killed or died of wounds, 126 wounded, and 186 gassed.

The Aisne-Marne Offensive, beginning July 18, found the companies of the regiment distributed at Bas Forêt, La Charmon Ferme, Blesmes, Le Chanet Wood, Viffort.

On the 21st, Companies B and F began construction of bridges over the Marne at Mézy and Fossoy, constantly under enemy artillery, rifle and machine-gun fire. Foot bridges, made of gasoline bidons and duckboard, for the passage of infantry, were first put across. Then followed a pontoon bridge, constructed of salvaged German material. This pontoon bridge safely carried loaded ammunition trucks and the light field artillery. Later a trestle and crib bridge was built across the Marne between Mézy and Crezancy by Company C, completed July 27 under intense artillery fire and airplane bombing by the enemy. This bridge was made of material found in that locality and carried any divisional load.

In the meantime, other units of the regiment were engaged in road construction and repairing, accompanying the infantry in advance, salvaging and the customary engineer activities.

During this advance casualties were: 4 killed in action and died of wounds, 21 wounded, and 2 gassed.

On Aug. 1, 1918, Colonel Edmund L. Daley, of Worcester, Mass., took command of the regiment. He remained in command until Feb. 26, 1919.

The Vesle sector was occupied by the 6th Infantry Brigade, 3d Division, from Aug. 4 to 9, and Companies B and C were assigned to accompany the brigade, with Major T. B. Larkin as Brigade Engineer Officer. On Aug. 7, Company C, under the personal supervision of Major Larkin, put a foot bridge across the Vesle, in front of our front line, and without a covering party on the other side. Losses were 7 killed or died, 13 wounded, 1 gassed. Meanwhile, Company F remained at Jaulgonne and replaced their pontoon bridge over the Marne with a heavy pile bridge capable of taking any load.

From July 20 to Aug. 9, the Sixth Engineers had the distinction of constructing, under enemy fire, six bridges across the Marne and one across the Vesle. This record was unequaled by any other engineer regiment of the American forces.

From Aug. 12 to Sept. 4, the regiment was in the rest area about Gondrecourt. The rest period was employed in intensive training. On that date the regiment moved to the vicinity of Dalouze, later to the Forêt de la Reine, and thence to Bois de Jury near Beaumont and Mont Sec, arriving Sept. 12 for work in the St. Mihiel Offensive. On that date the regiment was attached to 4th Corps, 1st Army. The regiment took over the repair of the roads around Beaumont and Seicheprey, through Essey to Pannes.

When the work was completed, the regiment on the 15th rejoined the 3d Division and proceeded on the 17th to the Verdun front. On Sept. 23, the regiment proceeded to the Bois de Hesse, where it was employed in constructing trails through the forest, Sept. 23-26, for the movement of the 3d Division.

On Sept. 26, the 6th Engineers was attached to the 3d Corps and engaged until Oct. 6 in repairing roads, leading from Esnes to Haucourt and Malancourt, south of Montfaucon. From Oct. 6-12, the regiment was attached to the 5th Corps, repairing roads radiating from Montfaucon toward Romagne and Cunel. Following this, on Oct. 12, the regiment rejoined its own division in the Bois de Beuge in the advance toward Cunel. The regiment acted as Divisional Reserve and at the same time continued its Engineer activities, repairing roads, constructing shelter, mapping the advance, and wiring in our front line.

On Oct. 14, the regiment moved to Bois de Fays to cover interval between right of Division and Meuse River.

On Oct. 16-17, Company C engaged in an unsuccessful night attack on La Mi-Noel Wood. Thirty were killed or wounded.

On Oct. 19, the regiment took part in an attack by a provisional battalion of the 7th Infantry on Clair Chênes Wood and Hill 297, and although the assaulting columns of the 7th melted under the severe enemy machine-gun fire, the engineers succeeded in completely penetrating the Clair Chênes and captured 100 prisoners and 20 machine guns. The losses were heavy. The Germans had infiltrated behind the advance and it was found inadvisable to hold the position gained. On returning to the starting point, Captain Littlejohn, senior surviving officer of the engineers, was ordered to again take the woods and did so. This time the 6th Engineers consolidated the position and from Oct. 20-27, held the northern and eastern edges of the woods against a strong enemy attack. Colonel E. L. Daley was decorated by the Commander-in-Chief, A.E.F., as a result of the work performed by the regiment during the Meuse-Argonne Offensive; five D.S.C.'s were awarded and numerous division citations made. Casualties were 50 killed in action or by wounds, 145 wounded, 50 gassed, 10 missing, and 24 prisoners of war. From Oct. 27 to Oct. 31, 1918, the regiment maintained roads in the vicinity of Nantillois.

The Armistice found the regiment at Nançois-le-Petit near Bar-le-Duc, where it had gone for rest on Nov. 1, 1918.

Orders to proceed to the Metz sector were countermanded because of the Armistice and the 3d Division proceeded to the Rhine as part of the 3d Army of Occupation. On this march, the engineers made reconnaissance for all advances and facilitated the movement of the division transportation over the hilly roads.

The 6th Engineers celebrated Thanksgiving, 1918, in the Duchy of Luxemburg and reached the Rhine on Dec. 11 at Bacharach.

From December, 1918, to July, 1919, the regiment maintained all roads in the divisional area, Kreis of Mayen, and operated all public utilities therein.

On Aug. 9, 1919, the regiment entrained for Brest, on the 16th sailed on the U.S.S. *Manchuria*, arriving in New York the 26th, whence it proceeded to Camp Merritt for demobilization. The residue of the organization, 30 officers and 102 enlisted men, proceeded to Camp Pike, Ark.

From its organization until the Armistice, the regiment had six commanding officers. They were: Major Warren T. Hannum, Colonel John Biddle, Colonel Henry Jervey, Colonel W. W. Harts, Colonel John N. Hodges, and Colonel Edmund L. Daley.

Known deaths of Massachusetts men in the division numbered 130, distributed among the following units:

4th Inf.,	10	10th F.A.,	2
7th Inf.,	6	18th F.A.,	3
30th Inf.,	27	76th F.A.,	7
38th Inf.,	39	3d Trench Mortar, Btry.,	1
7th M.G. Bn.,	2	6th Engineers,	19
8th M.G. Bn.,	3	5th F.S. Bn.,	1
9th M.G. Bn.,	9	3d Supply Train,	1

FOURTH DIVISION

The 4th Division was organized at Camp Greene, N. C., pursuant to order dated Dec. 3, 1917. It comprised the 7th Infantry Brigade, 39th and 47th Infantry and 11th Machine Gun Battalion; 8th Infantry Brigade, 58th and 59th Infantry and 12th Machine Gun Battalion; 4th Field Artillery Brigade, 16th and 77th (light) and 13th

(heavy) Field Artillery; 4th Trench Mortar Battery; 10th Machine Gun Battalion; 4th Engineers; 8th Field Signal Battalion; and trains.

The three battalions of regular regiments in existence at the beginning of the war were enlisted to full strength to form new regiments, one retaining the original regimental number. The nucleus on which the 39th Infantry was built came from the old 30th; the 47th was built upon a battalion from the old 9th; the 58th and 59th Infantry were formed from battalions taken from the old 4th Infantry; the 16th Light Artillery was formed on a nucleus taken from the old 8th; and the 13th Heavy was built on part of the old 5th Artillery. The 77th Light Artillery was formerly the 19th Cavalry. The 4th Engineers was composed entirely of volunteers with exception of 213 enlisted men from the old 2d U.S. Engineers.

The War Department ordered all enlistments throughout the country in January to be sent to the 4th Division, which brought men from every state. Drafts were also received from various camps, and just before the division sailed 400 men from Devens were received at Camp Mills. At the close of the 2d Officers Training Camp the quota of line officers was filled. Thus the division was a representative division, and as many men in the early period of organization came from the army posts at Syracuse and Ethan Allen, there was a goodly representation of New England and especially Massachusetts men. Later, after the division had been withdrawn after the July-August offensive in the Aisne-Marne, many replacements were received from the 76th Division.

The division, less the artillery, moved out of Camp Greene the last week in April, 1918, and proceeded to Camps Mills and Merritt. The first units embarked April 29, being the Engineers and part of the 59th Infantry. These sailed to Liverpool, as did most of the division, the rest landing at Brest. The division arrived in France between May 10 and June 8. The transport *Moldavia*, carrying Companies A and B of the 58th Infantry, was torpedoed between Land's End and Isle of Wight, early the morning of May 23, and sunk, with a loss of 56 men, all of B Company except one. Most of the men were killed in their bunks when the explosion occurred. Another of the transports carrying part of the division rammed and sunk an enemy submarine, and also sustained another submarine attack.

Arriving in France, the division was assigned to the 2d American Army Corps serving with the British and went into training in the Samer area, near Calais, except the artillery which trained at Camp de Souge near Bordeaux.

Early in June the division was placed at the disposal of the French and moved to the Meaux Area, where it was divided between two French corps, the 2d and 7th, for training. On July 5 the 39th Infantry was sent into the second-line trenches, and other elements were held in reserve. During the German offensive which began July 15 the division was held in reserve, west of the highway between Soissons and Château-Thierry, in the valley of the Ourcq, and here casualties were suffered by the 59th Infantry while aiding the 4th Engineers construct trenches at Crouttes, which were under fire. Still under French command, and attached to two different but adjoining French corps, the division participated in the Aisne-Marne Offensive July 18 until July 22, when it became the reserve of the 6th French Army. Between July 16 and 20 the total casualties were 2333, of whom 15 officers and 382 men were killed in action. The fighting was severe. On the 16th the 39th Infantry and Companies A and C of the 11th Machine Gun Battalion were ordered to relieve the 11th (French) Infantry, 33d (French) Division, in the front line, from a point just north of the Ourcq to the Savieres River, and on the 17th attacked the German position at the Buisson de Cresnes. Later this regiment took the village of Noroy. On that day the 58th Infantry was in action further south and captured Courchamp and Chevill-

lon and advanced beyond that position, suffering heavily, 48 per cent of the 2d Battalion being casualties.

The elements of the division had participated for the first time in action, but only as battalions and under French command. On July 19, the 59th Infantry advanced under heavy fire to the crest east of Courchamps-Priez road, suffering heavy casualties and exciting the admiration of the French, who had not believed green troops could carry on as these men did.

On July 28 orders were received assigning the division to the 1st American Army Corps, as corps reserve. The division was ordered to support the 42d Division, and some of the elements of the division were attached to that division and participated in the advance.

Two battalions of the 47th Infantry, without previous front-line experience, participated in the final capture of Sergy, July 29-31, performing most of the work and suffering heavy casualties. These battalions were opposed by the 4th Prussian Guard Division. The occupation of the village and ground adjacent was fiercely contested. The artillery of the division joined at this time, and after the 42d was relieved by the 4th Division, on the night of Aug. 2-3, the division was supported by its own artillery plus the 51st Artillery Brigade, 26th Division, and 67th Artillery Brigade, 42d Division. The 4th Division took over the line held by the 42d, extending from the south part of the Bois de la Pisotte along the road from Les Bonnes Hommes farm through the Fôret de Nesles to the northeastern tip of the Bois de la Porte d'Arcy, and pressed the pursuit of the retreating Germans to the Vesle.

The advance to the Vesle was under terrible weather and road conditions. Patrols succeeded in crossing the river, the first troops of the allied nations to cross that stream. During the following week fierce and persistent attacks were made on both sides the river, the fortune of battle changing as artillery and machine-gun fire on either side obtained superiority. Elements of the division had crossed the Vesle at points and had entered Bazoches, but were unable to remain there. However, when the division was relieved by the 77th Division, Aug. 11-12, although in the western sector forced to remain on the southern side of the river, to the east a position on the north side of the river had been maintained. The divisional artillery remained in position until Aug. 16-18. From July 18 to Aug. 17 the total casualties of the division numbered 6923 officers and men.

After a rest period and further training, the division relieved French troops in the Toulon Sector. It served in the St. Mihiel Offensive, Sept. 12-13, being in line on the western face of the salient, the extreme left division engaged. It was relieved Sept. 20, and moved to join in the Meuse-Argonne Offensive.

On the night of Sept. 25-26 the division took over the line of the Rau de Forges, northwest of Verdun, as the left unit of the 3d Corps, with the 39th and 47th Infantry and 10th and 11th Machine Gun Battalions in advance. The sector was between Melancourt and Béthincourt. The 3d Corps comprised the 4th, 33d, and 80th Divisions. On the left was the 79th Division of the 5th Army Corps, an as yet untried division. From Sept. 26 until Oct. 19, the 4th Division continued in the front line, capturing Cuisy, Sept. Sarges, positions in the Bois de Briouilles, the Bois de Fays, the Bois de Malaumont, the Bois de Peut de Faux, and the Bois de Fôret, south of and between Cunel and Briouilles.

In the second phase of the battle, commencing Oct. 4, the front was held by the 58th and 47th Infantry and the 4th, 12th, and 11th Machine Gun Battalions. The 58th reached the Cunel-Briouilles road, but was forced to retire as the flanks were exposed. Some of the fiercest fighting of the war occurred in this sector.

When relieved by the 3d Division, Oct. 19, the division moved to the Toul Area, and served as reserve to the 2d Army. The artillery remained in position until Oct. 24, and again participated in the Meuse-Argonne, Nov. 1-11. On Nov. 3, the division was reassigned to the 1st Army as part of the 3d Corps, preparatory to its reentry into the Meuse-Argonne Offensive, but orders were revoked and it returned to the control of the 2d Army to participate in the contemplated attack on the Lorraine front. The signing of the Armistice curtailed further offensive operations, however, and the division was concentrated at Boureq, northwest of Toul.

During its operations the division took 2756 prisoners. The total casualties during the Meuse-Argonne battle were 7459.

The division became a part of the 4th Army Corps, in the Army of Occupation, and started its march to Germany, Nov. 20. It passed through Luxemburg and entered Germany, Dec. 3, completing the occupation of its area about Cochem on Dec. 17. Subsequently the division relieved the 42d Division along the banks of the Rhine, and established headquarters at Nieder-Breisig.

Field Hospital No. 28, 4th Sanitary Train, was recruited almost entirely from Boston and vicinity and was sent to Fort Ethan Allen, Vt., as Co. K, Medical Enlisted Corps Troops. On Sept. 24, 1917, it was incorporated in Ambulance Company 30, at Fort Ontario, N. Y., with Lt. Ayres in command. On Oct. 27, all of original K company were transferred to Field Hospital 28, commanded by Major George Osgood, and was then assigned to the 4th Sanitary Train, 4th Division, at Camp Greene. Capt. (later Major) Nathaniel W. Faxon was placed in command. As part of 4th Sanitary Train, the unit sailed May 27, 1918, and landed at Liverpool, Eng., June 7, proceeding at once to Winchester, and thence, June 10, for Le Havre, and on the 13th to Meaux, where the Hospital remained while the rest of the train was assembled at Pierre Levee. During the activities of the division commencing July 28, Hospital 28 operated as a gas and sick hospital. Three days later the unit removed to Bézu St. Germain, and on Aug. 15 to Montmirail with the rest of the train. The Field Hospital section had operated from Château-de-la-Fôret, northwest of Fresnes, Aug. 3. On Sept. 9-10 the train moved to Haudainville, near Verdun, and Hospital 28 handled all cases sent to it. On Sept. 28 the unit was at Sivry-la-Perche, and cared for gas cases. On the 28th two officers and forty men marched to Septsarges to assist at dressing stations. After the move to Béthincourt Oct. 1, Field Hospital 28 operated the triage. During the stay at Béthincourt after the Cuisy-Béthincourt road had been opened, a concentration of field hospitals was effected, and the casualties of the 80th as well as the 4th Division were handled. After Oct. 26 the entire train moved to Ville-Issey, and Hospital 28 was established at Pagny. Nov. 7 the train moved back to the vicinity of Rampont and Hospital 28 operated a triage and sick hospital, but two days later a detachment returned to Ville-Issey. The train was at Rampont when the Armistice was signed. On Nov. 20 the train marched with the division toward the Rhine.

The 4th Sanitary Train handled in its hospitals and ambulances a total of 19,591 patients, including 6632 wounded, 2345 gassed, 513 injured, 427 psycho-neurosis, and 9647 sick.

While on the march to Germany, an average of 786 men were evacuated from the 4th Division to the Field Hospitals. The daily collection of the sick was difficult because of the dispersion of the troops, bad roads, poor communications, and short days and rainy nights.

The division returned to the United States in July, the last detachment sailing from Brest July 31, 1919.

Total casualties were 500 officers, 12,300 men, including 2903 battle deaths.

The division had four commanding generals: Major General George H. Cameron to Aug. 16; Brigadier General Benjamin A. Poore to Aug. 27; Major General John L. Hines; Major General Cameron Oct. 10-22; Brigadier General Poore; Major General Mark L. Hersey from Oct. 31, 1918.

For detailed narrative, with statistics, see "The Fourth Division, Its Services and Achievements in the World War," by Christian A. Bach, Colonel, General Staff, and Chief of Staff, 4th Division, and Henry N. Hall, war correspondent.

Known deaths of Massachusetts men in the division numbered 165, distributed among the following units:

39th Inf.,	30	13th F.A.,	2
47th Inf.,	27	16th F.A.,	5
58th Inf.,	40	4th Am. Train,	1
59th Inf.,	42	4th Sanitary Train,	1
10th M.G. Bn.,	1	8th F.S. Bn.,	2
11th M.G. Bn.,	7	4th Engineers,	1
12th M.G. Bn.,	6		

FIFTH DIVISION

The 5th Division was organized in December, 1917. Division headquarters were established at Camp Logan, Houston, Texas.

The division consisted of: 9th Infantry Brigade, 60th and 61st Infantry and 14th Machine Gun Battalion; 10th Infantry Brigade, 6th and 11th Infantry and 15th Machine Gun Battalion; 13th Machine Gun Battalion; 5th Artillery Brigade, 19th and 20th (light), 21st (heavy) Field Artillery, and 5th Trench Mortar Battery; 7th Engineers, built up on Companies E and F of the 1st Engineers; 9th Field Signal Battalion; and trains. The 60th and 61st Regiments of Infantry, built upon detachments of the old 7th Infantry, were organized at Gettysburg and trained at Camp Greene. About a fifth of these two regiments were from New England, about one eighth or more of the 60th and a lesser proportion of the 61st were from Massachusetts. The 6th and 11th Infantry were old regular army organizations, with histories dating back more than a century. The recruits for the 6th were largely from Kentucky, Tennessee, and Ohio, and for the 11th from Ohio, Pennsylvania and middle west and southern states, although the 10th Brigade included at least 125 New Englanders, 72 being from Massachusetts. The 5th Field Artillery Brigade, trained at Camp Stanley, Leon Springs, Texas, was organized June 1, 1917, at Camp Wilson, Texas. The 19th and 20th Field Artillery were built on detachments from the old 7th Field Artillery, and similarly the 21st Field Artillery, from the 3d Field Artillery. A large proportion of the personnel of the 19th are said to have been Massachusetts men.

In February and March all units were brought up to full strength by transfers of men from National Army camps and recruit depots. At this time Camp Devens furnished a large contingent. The division insignia, a red diamond, was adopted Jan. 18, 1918.

The division was never assembled at any one post, and training was carried on under many handicaps. Its movement overseas was from different camps. The 7th Engineers and Train were the first units to receive orders to proceed to France. The 2d Battalion of this regiment sailed March 5, arrived in France March 23, and proceeded to Giévrès, where it engaged in engineer depot construction and operation, with considerable railroad work. The 1st Battalion, which reached France April 6, was used

for a time in construction work in divisional training areas in the Department of Haute-Marne.

The overseas order for the major part of the division was received April 1, and the movement of the various units continued until June. The larger part of the division landed at Liverpool and after a few days in Winchester rest camps crossed by way of Southampton to Le Havre. The remainder of the division proceeded from New York to Brest, St. Nazaire, or Bordeaux. Division headquarters was established at Le Havre May 1, 1918, thus making the 5th the eighth combat division to arrive in France.

Division headquarters was established May 4 at Bar-sur-Aube, Department of Aube, the training center of the division.

On May 31, the 6th Infantry with the 13th Machine Gun Battalion were detached from the division and sent to Pagny-sur-Meuse. They went into reserve behind the 26th Division then in line in the Toul Sector, and reconnaissance parties visited the front line. These battalions entrained to rejoin the division June 14-15.

On that day the remainder of the division entrained for the Vosges, and on arrival became part of the 33d Corps, 7th French Army, the division having been placed at the disposal of the general commanding the 21st (French) Division, for the relief of the 70th (French) Division, to which division it was attached for training. The first reliefs were carried out on the night of June 14-15. The 60th Infantry was soon after assigned to the 62d (French) Division for instruction and the 10th Brigade, less the 6th Infantry, was attached to the 77th (French) Division, and proceeded to Moosch, in the Wasserling area. The first casualties occurred on the night of June 14 by enemy shell fire. One man was killed and one officer severely wounded in Company I, 11th Infantry. The 5th Division held the Anould Sector, a rough mountainous sector running north from Mulbach to Lesseux, partly in German territory until July 15. These were the first American troops to operate in German territory.

On July 16 the division took over the adjoining St. Dié Sector, north, extending to Badonviller, relieving the 62d (French) Division. It held this sector until August 23.

The artillery joined the division between July 28 and Aug. 4, having finished training at La Valdahon. On Aug. 17 the 3d Battalion, 6th Infantry, with supporting troops drove the Germans from the Frapelle salient and occupied it, thus closing the valley of the Fave. This was the first operation of the 5th Division and was well executed against strong resistance. One officer and thirty-five men were killed or died of wounds. Total casualties while in this sector were 67 officers and men killed in action or died of wounds and 915 wounded.

The 5th was relieved Aug. 20-26, by the 92d (colored) Division operating under the 87th (French) Division.

On Sept. 4 the division began moving to the area about Martincourt, where headquarters was established Sept. 8, and on Sept. 12-13 took part in the St. Mihiel Offensive, taking position between the 2d Division on the left and the 90th Division on the right, southeast of Thiaucourt.

The total casualties in this operation were 1615, including 361 killed or died of wounds, mostly in the 10th Brigade.

The division was relieved by the 78th Division Sept. 16-17 and until Sept. 28 was part of the reserve of the 4th American Army Corps which held the new front established by the recovery of the St. Mihiel salient. The divisional artillery was left as support to the divisions on that front and after the arrival of the 7th Division on that line was assigned to the support of that division, on the west bank of the Moselle, until the Ar-

mistice. The 19th Artillery¹ had but 60 available horses. It was left in position north and northwest of Pont-à-Mousson, and was finally relieved by the 92d Division.

On Oct. 3 the division, less its artillery, began to move to the Souilly area, southeast of Verdun, and thence to the Forêt de Hesse, west of Verdun. Here replacements were received.

The division was part of the reserve of the 3d Corps, behind the 4th and 80th Divisions, west of the Meuse. It relieved the 80th Division east of Cunel on Oct. 12 and captured that place on the 14th. On Oct. 21, after six days' fighting, in which more than six hundred men lost their lives, during which parts of the wood were gained and lost by both sides, it won the Bois des Rappes, one of the most hotly contested positions on this front, which the Germans had most thoroughly prepared for defense, with trenches, machine gun nests, and wire entanglements, and which were also under artillery support from hills to the north.

The division was temporarily withdrawn Oct. 22, and received 3000 replacements on the 24th, mostly untrained recruits, some having been in the service less than two months. The casualties had been one fifth the strength of the division, including fifty-one officers and 728 men killed. Four days later the division moved forward to relieve the 3d Division which had been on their right in the fighting about Cunel.

This new front extended from the Meuse, south of Briulles, but extending west and north to the Bois des Rappes. Ancreville, the west limit of the sector, and Briulles, were taken Oct. 30. On Nov. 3 the Meuse was crossed at Briculles, the western bank having been occupied as far north as the bend above Dun-sur-Meuse.

A pontoon bridge was thrown across the river at Briulles and the high land east of the canal was taken Nov. 4, thus establishing a bridgehead. A crossing was also effected at Cléry-le-Petit by the 9th Brigade. Dun was captured the following day. The 5th was the first American division east of the river. Pursuit of the Germans was taken up and continued until the 11th, northeast through the Forêt de Woëvre. At the Armistice the front of the division extended from the Meuse just south of Stenay to a point beyond Jametz, between the 90th and 32d Divisions.

From Oct. 26 the casualties were 2130, including 457 killed in action. Since June the division had been in line 103 days. The battle losses in the Meuse-Argonne Offensive aggregated 6895, of whom 1578 were killed in action or died of wounds. Total battle casualties were 9116, of whom 2120 were killed or died of wounds. The division took 2356 prisoners.

After the Armistice the division was moved to the Longuyon-Longuy area and was attached to the Army of Occupation. The division, less the 6th Infantry, was assigned to southern Luxemburg with headquarters at Each-sur-Alzette. Departure from Luxemburg began in July and the division reached New York on July 21, 1919.

The division had two commanding generals, namely: Maj.-Gen. John E. McMahon (until Oct. 17) and Maj.-Gen. Hanson E. Ely.

(See "Official History of the 5th Division, U.S.A.," 1919. Published by the Society of the 5th Division (under authority of Maj.-Gen. Ely).)

60TH INFANTRY

The 60th Infantry was built upon 644 men transferred from the 7th Infantry, June 11, 1917, at Gettysburg, Penn. The regiment changed station Nov. 8-10, 1917, going to Camp Greene. It was brigaded with the 61st Infantry, similarly built on a draft from

¹ It is said this regiment was composed chiefly of Massachusetts and Pennsylvania men, in about equal numbers.

the old 7th Infantry, forming the 9th Brigade. This brigade and the 19th Field Artillery contained the greater part of the Massachusetts and other New England men in the division.

Transfer from Camp Greene to Camp Merritt took place April 6-7, 1918. The brigade sailed from Hoboken, April 16, on the transports *Calamares*, *Canopic*, *Maui*, *Czaritzza*, and *Czar*. Regimental headquarters, machine gun company, and two companies of the 1st battalion of the 61st sailed on the *Pocahontas* April 6.

At embarkation the 60th Infantry had a strength of 92 officers and 2930 men, of whom 360 officers and men were from Massachusetts and 175 from other New England states. The 61st passenger list discloses 194 men from Massachusetts and 138 from other New England states. The 10th Brigade, 6th and 11th Infantry, passenger lists reveal but 79 Massachusetts men and 58 from other New England states. Nearly 20 per cent of the Infantry of the division at the time of going overseas were New Englanders.

From the area about Bar-sur-Aube the regiment was transferred to Corcieux and vicinity and later was stationed in the vicinity of Ban-de-Lavaline, June 16. Here units of the regiment were assigned to the 64th French Territorial Infantry for instruction. During a German raid, liquid fire was used. The casualties during this period were 11 killed, 7 wounded, and 26 gassed.

The regiment moved July 4 to the Arches training area, south of Epinal, and again to sub-sector Ravines, and during the period to Aug. 22, when relieved, had losses of 2 killed, 26 wounded, and 6 missing. The regiment marched to the St. Mihiel area and took position near St. Jean, Sept. 11-12, with elements of the 2d Division on the left.

From this reserve position the 9th Brigade, Sept. 15, relieved the 10th Brigade in line, and on the 16th the 2d Battalion, 60th Infantry, gained further ground. On the 17th the regiment was relieved by the 312th Infantry, 78th Division. The 1st and 2d Battalions, which contained most of the Massachusetts men, suffered casualties of 27 killed, 156 wounded, 17 gassed, and 31 missing.

While the division was in reserve the 1st Battalion, 60th Infantry, in conjunction with the 15th Machine Gun Company and a battalion out of the 69th French Infantry, attacked Sept. 25, north of Pont-à-Mouson, in the Bois de Frehaut, suffering casualties of 11 killed, 26 wounded, 10 gassed, and 12 men missing.

From Sept. 27 to Oct. 11 the regiment was on the move and on Oct. 11-12 relieved the 319th Infantry, 80th Division, and found itself on the right of the 3d Division and on the line Cunel-Nantillois. The regimental reserve was in the Bois de Ogons.

On the 12th, Companies K, L, and M, and part of Company A, Machine Gun Battalion, advanced in the Bois de la Pultière, north of Cunel, suffering 243 casualties. Neither flank was supported, consequently these companies and the advance elements of the 61st were withdrawn as they were under heavy enemy fire. On that day the village of Cunel was taken by the 3d Battalion but was not held. The 1st Battalion occupied the village the following day and held that point until relieved.

The regiment was relieved the night of Oct. 13, by the 30th Infantry, and withdrawn to positions in and south of the Bois de Cunel. The regiment was ordered to attack again at 4 A.M., Oct. 14. The 1st Battalion was to advance through the Bois de la Pultière, thence east through the Bois des Rappes and Bois de Clairs Chènes; the 2d Battalion was to clear the Bois des Rappes, assisted by the 3d Battalion which was to clear the Clairs Chènes. The 30th Infantry on the right failed to advance, and the enemy artillery fire from the front and both flanks made it impractical to continue the advance through the Bois de la Pultière.

Companies B and C lost heavily in and near Cunel. On the 15th the attack was renewed and the north edge of the Bois de Rappes reached, but the advance elements were withdrawn the following day. That afternoon the regiment reorganized south of the Bois de Cunel. The regiment lost during this period 3 officers and 94 men killed and 6 officers and 454 men wounded, 649 gassed.

After a few days' rest in the Bois de Montfaucon and Bois de Melancourt, where 600 green replacements were received, the 60th relieved detachments of the 4th, 30th, and 7th Infantry, 3d Division, in and south of the Bois de Forêt, Oct. 26-27. In the advance to the Meuse, which was crossed Nov. 5, the 9th Brigade was to the left front of the 10th Brigade and the right flank and right rear of the 60th Infantry was exposed, as the 60th held the right of the brigade sector extending from the Meuse 5 kilometers to the west. Cléry le Petit was occupied by Companies A and H and a detachment of the Machine Gun Company, on the morning of Nov. 2, and for the next two days suffered heavy enemy artillery fire, as the town was on low ground and in a pocket. However, this was the key to the crossing in the brigade sector. An attempt by the 2d Battalion to cross on a partially constructed pontoon bridge, abandoned by the engineers, as the enemy shells constantly destroyed the pontoons, was futile. That night the 3d Battalion leap-frogged the 2d and early on the morning of the 5th Company I succeeded in crossing, partially on the bridge and partially by swimming, and captured the northern part of Hill 260. While this attack was taking place elements of the 11th Infantry won the southern end of the hill.

This established a bridgehead and the entire brigade made good its crossing.

Advance was continued on the 6th, and the ridge on the north of the valley of the Murvaux, and the series of ridges on the south, were cleared by the 60th. The pursuit was continued until the dense Bois de Woëvre was cleared. Company M was immediately in front of Louppy and Juvigny at 11 A.M., Nov. 11, having had casualties that morning.

At the hour of the Armistice an attack was in progress on Juvigny. Following the Armistice the regiment occupied Louppy, but was withdrawn to Leon-devant-Dun.

Col. Douglas A. Settle commanded the regiment from April to August, 1918, and Col. Frank B. Hawkins from Aug. 22 until after its return.

(See "History of 60th U.S. Infantry," by Col. Frank B. Hawkins, 1919.)

Massachusetts men who died while members of this division numbered 100, divided as follows:

6th Inf.,	11	19th F.A.,	4	13th M.G. Bn.,	1
11th Inf.,	4	20th F.A.,	3	14th M.G. Bn.,	6
60th Inf.,	36	21th F.A.,	2	5th Trench Mortar Bty.,	1
61st Inf.,	25			7th Engineers,	6
				5th Mobile Ordnance R. S.,	1

SIXTH DIVISION

The 6th Division was organized at Camp McClellan, Ala., in November, 1917, from units of the regular army, and brought up to war strength by drafts from the National Army. It comprised the 11th Infantry Brigade, 51st and 52d Infantry and 17th Machine Gun Battalion; the 12th Infantry Brigade, 53d and 54th Infantry and 18th Machine Gun Battalion; the 16th Machine Gun Battalion; the 6th Field Artillery Brigade, 3d and 78th (light), 11th (heavy) Field Artillery, and 6th Trench Mortar Battery; the 318th Engineers, which preceded the rest of the division overseas (May, 1918) and was utilized in construction work in the Service of Supplies until the remainder of the division arrived; the 6th Field Signal Battalion; and trains.

7TH DIVISION

The division sailed for France in July, 1918, landing first at English ports. A German airplane, flying over Le Havre, inflicted the first casualties suffered by the division.

The artillery proceeded to Valdahon, and the infantry to the vicinity of Châteauvillain, for training.

The Gérardmer Sector (Vosges) was occupied by the division, less artillery, Aug. 27 to Oct. 10, during which period the division was attached to the French 8th Army.

The division moved to take its place in the line Oct. 27 as reserve for the 1st Corps. Headquarters were established at Stonne Nov. 6, and on that day units of the division were hurried into the line to close a gap on the left of the 1st Corps. As the enemy was in full retreat the division was shortly thereafter moved to the area northeast of Verdun.

Movement of the division toward Germany as part of the Army of Occupation began April 12, 1919. Headquarters were established at Bad Bertrich April 30, but the movement was stopped May 6, and the division ordered to Brest. Division Headquarters embarked June 3 and arrived at New York, June 10, 1919.

The division had two commanding generals: Brigadier General James B. Erwin, Nov. 1, 1917, to Aug. 27, 1918, and Major General Walter H. Gordon, Aug. 28, 1918, to June 10, 1919.

Its battle participation was slight, and total casualties were but 386, of whom 68 were killed in action and died of wounds.

Massachusetts men who died while members of the division numbered 13, as follows:

52d Inf.,	2	78th F.A.,	2
3d F.A.,	2	16th M.G. Bn.,	1
4th F.A.,	5	6th Sanitary Train,	1

SEVENTH DIVISION

The 7th Division was organized at Chickamauga Park, Ga., Jan. 1, 1918, from troops of the regular army and by transfers from other units. Concentration began in February at Camp McArthur, Tex., but the division was not completely assembled until arrival in France, the last units arriving Sept. 3.

The division was composed of the 13th Infantry Brigade, 55th and 56th Infantry and 20th Machine Gun Battalion; the 14th Infantry Brigade, 34th and 64th Infantry and 21st Machine Gun Battalion; the 7th Field Artillery Brigade, 79th and 80th (light) and 8th (heavy) Field Artillery and 7th Trench Mortar Battery; the 19th Machine Gun Battalion; the 5th Engineers; the 10th Field Signal Battalion; and trains.

Division headquarters was established at Ancy-le-Franc (Vonne) in the 15th Training Area. The artillery was sent to Camp Moucon (Morbihan) for training. It joined the division February, 1919, not having been with the division during operations.

On Sept. 27 the division, less artillery, departed for the front and was held in the vicinity of Toul as reserve of the 4th Corps, 1st Army. Headquarters was established successively at Gondreville, Villers-en-Haye, and Euvesin. On Oct. 10 the division relieved the 90th Division on the west bank of the Moselle in the Puvenelle Sector in front of Preny, and became a part of the 2d Army, Oct. 13.

Both infantry brigades were in the line on Nov. 10 and participated in the attack of that and the next day. It remained in the Puvenelle Sector until Jan. 10, 1919, when it moved to the region north of Toul with headquarters at Saizerais (Meurthe-et-Moselle).

Casualties were 1709, including 287 died of wounds and killed in action, all in the Rupt Sector. The division returned in June, 1919.

The division was commanded by Brigadier General C. H. Barth to Oct. 24, 1918;

Brigadier General Lutz Wahl, Oct. 25 to Oct. 27, 1918; Major General Edmund Wittenmeyer, Oct. 28, 1918, to Jan. 18, 1919.

Massachusetts men who died while members of the division numbered 17, as follows:

34th Inf.,	3	64th Inf.,	3	80th F.A.,	1
55th Inf.,	2	8th F.A.,	2	22 Amb. Co.,	1
56th Inf.,	3	79th F.A.,	1	Hq. Train & M.P.,	1

EIGHTH DIVISION

The 8th Division was organized in December, 1917, at Camp Fremont, Cal. It was composed of the 15th Infantry Brigade, 12th and 62d Infantry and 23d Machine Gun Battalion; the 16th Infantry Brigade, 8th and 13th Infantry and 24th Machine Gun Battalion; the 22d Machine Gun Battalion; the 8th Field Artillery Brigade, 81st and 83d (light) and 2d (heavy) Field Artillery and 8th Trench Mortar Battery; the 319th Engineers; the 320th Field Signal Battalion; and trains.

Movement overseas began in October, 1918, but part of the division was aboard transport at Hoboken awaiting sailing orders when the Armistice was signed. Part of the division was used as garrison troops at Brest.

Massachusetts men who died while members of this division numbered 4, as follows:

13th Inf.,	1,	81st F.A.,	2,	Q.M. Det.,	1
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9TH TO 20TH DIVISIONS, EXCLUDING THE 12TH¹ DIVISION

The 9th Division, less artillery, was organized in July, 1918, at Camp Sheridan, Ala. The 9th Field Artillery Brigade was organized and trained at Camp McClellan, Ala. With the exception of the 45th and 46th Regiments of Infantry, which were of the Regular Army, the units of the division were provisional organizations.

The 10th Division was organized in August, 1918, at Camp Funston, Kansas. The 20th and 41st Regiments of Infantry were of the Regular Army, all other units were provisional organizations.

The 11th Division, less artillery, was organized in August, 1918, at Camp Meade, Md. The Field Artillery Brigade was organized and trained at West Point, Ky. With the exceptions of the 17th and 61st Regiments of Infantry, which were of the Regular Army, all other units in the division were provisional organizations.

The 13th Division was organized in July, 1918, at Camp Lewis, American Lake, Wash., and the 14th Division was organized at Camp Custer, Mich., the same month.

The 15th Division, with the exception of the Artillery, Engineer Regiment and Train, was organized at Camp Logan, in the fall of 1918. The Divisional Artillery was organized at Camp Stanley, Tex., from National Army Cavalry, and it remained at that camp for instruction. The Engineer Regiment and Train was organized at Camp Humphreys, Va., and joined the division at Camp Logan in the early part of November.

The 16th Division, less the Engineer Regiment, was organized in August, 1918, at Camp Kearny, Calif. The Engineer Regiment was organized at Camp Humphreys, Va., and joined the division in October.

The 17th Division, less artillery and engineers, was organized in August, 1918, at Camp Beauregard, La. Its Field Artillery Brigade was organized at Camp Bowie, Tex. It proceeded to Camp Doniphan, Fort Sill, Okla., Nov. 1, where it remained until demobilized. The Engineer Regiment was organized at Camp Humphreys, Va., and joined the division in November.

¹See page 221.

The 18th Division, less Artillery and Engineers, was organized in August, 1918, at Camp Travis, Tex. The Field Artillery Brigade was organized at Camp Stanley, Tex., and joined the division the end of August. The Engineer Regiment was organized at Camp Humphreys, Va., in October, and joined the division in November.

The 19th Division, less Artillery and Engineers, was organized in September, 1918, at Camp Dodge, Ia. The Field Artillery Brigade was organized at Camp Bowie, Tex., and proceeded to Camp Doniphan, Fort Sill, Okla., in October, where it remained until demobilization. The Engineer Regiment was organized at Camp Humphreys, Va., in September and joined the division in November, 1918.

The 20th Division, less Artillery and Engineers, was organized in August, 1918, at Camp Sevier, S. C. The Field Artillery Brigade was organized and trained at Camp Jackson, S. C. The Engineer Regiment was organized at Camp Humphreys, Va., and joined the division in November. This division had received sailing orders at the time of the Armistice. It was commanded by Brig-Gen. E. Leroy Sweetser, commanding the 39th Infantry Brigade, who had formerly commanded the 26th Depot Division.

TWENTY-SEVENTH DIVISION

The 27th Division was the New York National Guard division, and was organized at Camp Wadsworth, S. C., Sept., 1917. It comprised the 53d Brigade, 105th and 106th Infantry, 105th Machine Gun Battalion; the 54th Brigade, 107th and 108th Infantry, 106th Machine Gun Battalion; the 52d Artillery Brigade, 104th, 105th, 106th Artillery, and 102d Trench Mortar Battery; the 104th Machine Gun Battalion; 102d Engineers, Field Signal Battalion, and Trains. The division was commanded by Major General John O'Ryan.

The first unit arrived in France May 7, 1918, and the last, July 12, 1918. The division, less the artillery, was continuously brigaded with the British forces in the Somme Area, and in Flanders and Belgium. In anticipation of an expected further German offensive in that region in an attempt to reach the Channel the division was assigned to the second line of defense in the Dickebusch and Scherpenberg sectors, southwest of Ypres, Belgium, July 9, under direct observation from the German position on Mount Kemmel, and while here suffered many casualties. On Aug. 23 the division relieved the 6th (British) Division in the front line in the Somme Area and on Sept. 2 was relieved by the 41st (British) Division, after having advanced its line three miles. The division reentered the line Sept. 24-25, relieving the 18th and 74th (British) Divisions north of St. Quentin, facing the main Hindenburg Line outer defenses, west of Bellicourt Tunnel. This was the most formidable portion of the Hindenburg Line. The 30th (American) Division was on the right and the 12th (British) Division on the left. The 3d and 5th (Australian) Divisions were in support.

With the 53d Brigade in line the division attacked Sept. 27, and on the following day the 54th Brigade took over the line. On the 29th a distinct advance was made and part of the Hindenburg Line occupied. The 3d (Australian) Division took over the front line that night, but the units of the 27th remained in the front line and attacked with the Australians Sept. 30 and captured the Hindenburg Line on the left regimental sector and also Bony. Losses amounted to about 4000. The 301st American Tank Battalion participated in this assault.

Upon completion of the relief the division moved to the Peronne Area and on the night of Oct. 11-12 relieved the 30th Division in the front line. This sector was on the west bank of the river Selle, southerly and westerly from St. Benin. On Oct. 16 the 30th

Division returned to the line and took over the southern part of the sector. Thus the two divisions were again abreast and on Oct. 17 attacked in the direction of Catillon through a heavy fog. The attack continued the next two days, and when the division was relieved by the 6th (British) Division Oct. 20-21, the line had been advanced to a line drawn from Bazuel south toward a point northeast of Wassigny.

The division was withdrawn from the line Oct. 21, and moved to the Corbie Area, whence it moved to the LeMans Area and on Feb. 26, 1919, sailed from Brest. The artillery brigade did not serve with the division, but was used in the Meuse-Argonne Offensive, Sept. 26 to the Armistice.

The 27th Division was part of the 2d American Corps operating under British command. The losses of the division were 11,218, of whom 1791 were killed in action. The division received 5355 replacements.

Massachusetts men who died while members of this division numbered 22, distributed as follows:

105th Infantry	4	107th Infantry	5	105th Field Artillery	2
106th Infantry	4	108th Infantry	4	102d Engineers	2
		104th M. G. Battalion	1		

TWENTY-EIGHTH DIVISION

The 28th Division was the Pennsylvania National Guard Division, and comprised the 55th Infantry Brigade, 109th and 110th Infantry, 108th Machine Gun Battalion; the 56th Brigade, 111th and 112th Infantry, 109th Machine Gun Battalion; the 107th Machine Gun Battalion; the 53d Artillery Brigade, 107th-108th Artillery; 103d Trench Mortar Battery, Engineers, Field Signal Battalion, and Trains.

The division was organized at Camp Hancock, Ga., September, 1917, and moved thence overseas in April and May, 1918, by way of England. The last unit arrived in France June 11. After two weeks' training in the British area the division, less the artillery, was held in the Connesse Area, ten miles north of Paris, during the progress of the German offensive which culminated in the second battle of the Marne, until it was placed in the line as support for the 3d Division and the French forces immediately to the east. The support position in the Château-Thierry Sector, taken up July 9, extended from Chezy (just south of Château-Thierry) to Vaux, the eastern limit of the sector held by the 26th Division. The division had had no battle experience nor training.

Four companies of the 109th and 110th Infantry were posted in the front line between French units holding the Jaulgonne bend of the Marne. On July 15 the German army crossed the Marne east of Château-Thierry. The French units holding that line, following the prescribed plan to make a "yielding defense," and fell back to the second line. But these orders had not been received by the American companies, hence they stood fast, and until surrounded held their ground in spite of severe casualties. Then finding themselves cut off, the surviving groups fought their way back to the support line. Other elements of the division were used as the day wore on, including the 2d Battalion of the 111th in Condé Wood, east of the Surmelin River, and the 103d Engineers. This gallant stand and subsequent participation in the battle won the division full recognition for its part in the holding of the line of the Marne. The casualties of the 109th Infantry were especially heavy, 20 officers, 783 men.

On July 23 the 56th Brigade was placed at the disposition of General Edwards, commanding the 26th Division, to be used in partial relief of the 52d Brigade, and in the projected renewal of the attack July 24 upon Trugny Wood. The enemy that day begun

his withdrawal, hence the brigade was sent forward as the leading element of the 26th Division in the pursuit which ended at the Joulgonne-Fère-en-Tardenois Road. Here the 42d Division relieved the 26th, and the 56th Brigade was relieved from duty with the 26th Division.

The 28th Division entered the line July 28, between the 32d and 42d Divisions. The 55th Brigade relieved the 39th (French) Division and attacked through Grimpette Wood, July 30, and reached Cierges. On account of gas in that town the line was established on the heights south. After repelling a counter attack the division was relieved the night of July 30-31 by the 32d Division. During this advance the division was supported by the artillery of the 26th Division.

On the night of Aug. 5 the 28th in turn relieved the 32d Division on the line of the Vesle River, and on Aug. 7 the 2d Battalion of the 112th occupied Fismes and Fismette, but withdrew temporarily from Fismette. The following day the attack was resumed. Infantry crossed the river. The 55th Brigade was relieved by the 56th Brigade and 164th (French) Division. Fismette was retaken Aug. 27 by the Germans, but on Sept. 4 the 28th crossed the river and continued the advance beyond the river. During this period the division was supported by its own artillery, which had rejoined the division Aug. 18.

The division was relieved in front of Glennés Sept. 8, by the 62d (French) Division.

It was during the period after the battle on the Marne and during the Aisne Offensive that the division received many replacements from the 76th division, which had arrived in France in July.

In the opening phase of the Meuse-Argonne Offensive, the 28th Division was placed between the 77th on its left, in the Argonne Forest, and the 35th on the right and east of the Aire River. Thus the 28th was to make a thrust down the Aire Valley, having the Argonne Forest on its left. It was given the difficult task of facing not only north but to the west, in an attempt to make the German positions in the forest untenable and so help the 77th Division accomplish its mission.

On Sept. 28 the town of Apremont was occupied. The division had progressed farther than the divisions on either side, and had extended its front. The next day the Germans counterattacked in force. The 35th was forced back from Exermont. On this day, Sept. 29, the 327th Infantry, 82d Division, was sent in to help the 28th hold its widened front, and took position at Baulny, where it also relieved a detachment of the 110th Engineers, 35th Division.

The slowing down of the American offensive after the initial successes gave the enemy opportunity to strengthen his positions, and bring up reinforcements. When the battle of Oct. 4 began, the enemy was prepared at every point to make a determined resistance. On the night of the 5th the eastern half of the sector of the 28th Division was taken over by the 82d Division. On Oct. 7 the 112th Infantry took Châtel Chéhéry. The 111th attacked farther west. The 82d took over the sector of the 28th (Oct. 9) and the latter division was withdrawn and, less the artillery, was transferred to the Toul Sector, where it became part of the 2d Army, and from Oct. 16 was in the Thiaucourt Sector, north of Toul.

The 53d Artillery Brigade was detached from the division when withdrawn from the Aire Valley and sent to Belgium, where it supported the two American divisions, 37th and 91th, which forced the Germans beyond the Lys and Scarpe rivers, Oct. 31-Nov. 4, and which were to attack the German positions on the Sheldt River Nov. 11.

As part of the 2d Army the 28th Division took over that part of the old front line established after the St. Mihiel Offensive, which extended west from Rembercourt. Here on Nov. 10 the division attacked, and again on the morning of Nov. 11.

During the Champagne-Marne Defensive the division lost 272 men killed in action or died of wounds; in the Aisne-Marne Offensive 415; in the Oise-Aisne Offensive 552, and in the Meuse-Argonne 1097. The wounded numbered 9114. Total battle casualties were 14,139, of whom 2674 were killed in action. 726 officers and men were taken prisoners.

Forty Massachusetts men died while members of the 28th Division, distributed as follows :

109th Infantry	9	108th M.G. Battalion	1	103d Trench Mortar Batter	1
110th Infantry	5	109th M.G. Battalion	3	103d Engineers	2
111th Infantry	12	107th Field Artillery	3	103d Ammunition Train	1
112th Infantry	2	108th Field Artillery	1		

TWENTY-NINTH DIVISION

The 29th Division was organized at Camp McClellan, Ala., under authority of a War Department order dated July 26, 1917. It was originally composed of National Guard units from the District of Columbia and the States of New Jersey, Delaware, Maryland, and Virginia. Later the Delaware troops were withdrawn and organized into Pioneer Infantry units.

The division organization was as follows: 57th Infantry Brigade, 113th and 114th Infantry and 111th Machine Gun Battalion; the 58th Infantry Brigade, 115th and 116th Infantry and 112th Machine Gun Battalion; the 54th Field Artillery Brigade, 110th and 111th (light) and 112th (heavy) Field Artillery and 104th Trench Mortar Battery; the 110th Machine Gun Battalion; the 104th Engineers; the 104th Field Signal Battalion; and trains.

The division arrived in France between June 8 and July 22, 1918, and proceeded to the 10th Training Area and established headquarters at Prauthoy (Haute-Marne). After two weeks' training it was moved to the center sector in Upper Alsace, and occupied this position from July 25 to Sept. 22. On Sept. 23 the division was withdrawn to the vicinity of Belfort and was assigned to the American First Army and ordered north. On Oct. 1 it was placed in reserve of the 17th (French) Corps, with headquarters at the citadel of Verdun.

On Oct. 7 Division Headquarters moved to Vacherauville, north of Verdun, and the 58th Infantry Brigade was attached to the 18th (French) Division. On Oct. 8, having on its left the 33d Division, that brigade attacked north between Samogneux and Brabant. On Oct. 10, east of the Meuse, the German resistance was intense.

Intermittent fighting by the division continued to Oct. 23, on which date Etraye Ridge was taken by the 26th and 29th Divisions. The division was relieved from this sector on Oct. 30 by the 79th Division.

During its service the division captured 2187 prisoners. Casualties totaling 5570, of whom 1053 were killed in action or died of wounds.

Following the signing of the Armistice the division moved to a rest area. It sailed for the United States on May 6, 1919, arriving at Newport News, Va., May 19.

Major General Charles G. Morton commanded the division.

Known deaths of Massachusetts men in this division totaled ten, distributed as follows :

113th Inf.,	3	104th Field Signal Bn.,	1
111th Field Arty.,	2	104th Amn. Train,	1
112th Field Arty.,	3		

THIRTIETH DIVISION

The 30th Division was organized in October, 1917, at Camp Sevier, S. C., from National Guard troops from Tennessee and North and South Carolina, complemented with men not only from those states but from Indiana, Illinois, Iowa, Minnesota, and North Dakota.

The division comprised the 59th Infantry Brigade, 117th and 118th Infantry and 114th Machine Gun Battalion; 60th Infantry Brigade, 119th and 120th Infantry and 115th Machine Gun Battalion; the 113th Machine Gun Battalion; the 55th Artillery Brigade, 113th and 114th (light) and 115th (heavy) Artillery, and 105th Trench Mortar Battery; the 105th Engineers and train; the 105th Field Signal Battalion; 105th Headquarters and Military Police; 105th Supply Train; 105th Ammunition Train; 105th Sanitary Train including the 117th, 118th, 119th, and 120th Ambulance Companies and Field Hospitals.

The division sailed overseas during May and June, 1918, and, less its artillery, was attached to British units in the Eperlecques Area (Pas-de-Calais) for training purposes. Here it remained until July 4, proceeding then to Belgium to continue training with the 2d British Army in the Canal Sector southwest of Ypres until Aug. 17. The next day the division took over the Canal Sector from the British. From Aug. 31 to Sept. 2 the division participated in the Ypres-Lys Offensive in the battle before Mount Kemmel. From Sept. 24 to Oct. 19 the division, as part of the 2d American Corps operating with the 4th British Army, participated in the Somme Offensive. The outstanding feature of this operation was the breaking of the Hindenburg Line near Bellicourt.

The artillery brigade trained at Coëtquidan. The artillery brigade never served with the 30th Division but participated in the St. Mihiel Offensive and in the Meuse-Argonne Offensive and was also in line in the Toul and the Woëvre Sectors.

The division was in the vicinity of Amiens at the time of the signing of the Armistice and shortly thereafter began preparations to return to the United States.

During operations the division took 3848 prisoners and suffered casualties totaling 8415, of whom 1237 were killed in action. Replacements were 2384.

Division headquarters arrived at Charleston, S. C., April 2, 1919.

Major General George W. Read commanded the division April 27 to Aug. 10, 1918, when he assumed command of the 2d Army Corps, being succeeded by Major General Edward M. Lewis.

Deaths of Massachusetts men in this division totaled five, distributed as follows:

115th Machine Gun Bn., 1, 115th Field Arty., 2, 113th Field Arty., 2.

THIRTY-FIRST DIVISION

The 31st Division was organized in October, 1917, at Camp Wheeler, Ga., from National Guard troops of Georgia, Alabama, and Florida, and drafts from the National Army, chiefly men from Illinois and Michigan.

The overseas movement of the division began Sept. 16, 1918. The last units arrived in France Nov. 9. The division was designated as a replacement division and was stationed in the Le Mans Area, where the units were skeletonized, the personnel being transferred to other organizations.

Division headquarters returned to the United States, December, 1918.

The organizations attached to the 31st Division were: 121st to 124th Infantry, 116 to 118th Machine Gun Battalions, 116th to 118th Artillery, 106th Trench Mortar

Battery, Engineers, Field Signal Battalion, Supply Train, Sanitary Train (121 to 124th Ambulance Companies and Field Hospital), and 106th Military Police.

Two Massachusetts men died while attached to this division: one each in the 121st Infantry and 116th Field Artillery.

THIRTY-SECOND DIVISION

The 32d Division was organized at Camp McArthur, Waco, Texas, in July, 1917, and was composed of National Guard troops from Michigan and Wisconsin.

The division organization was as follows:

63d Infantry Brigade, 125th and 126th Infantry and 120th Machine Gun Battalion; 164th Infantry Brigade, 127th and 128th Infantry and 121st Machine Gun Battalion; the 57th Field Artillery Brigade, 119th and 120th (light) and 121st (heavy) Field Artillery and 107th Trench Mortar Battery; the 119th Machine Gun Battalion; the 107th Engineers; the 107th Field Signal Battalion; and trains. The 147th Field Artillery, 41st Division, was attached to the 57th Field Artillery Brigade and served with it throughout operations.

The division arrived in France in February and March, 1918. The first casualties were suffered when the transport *Tuscania*, carrying the 107th Sanitary Train, was torpedoed and sunk Feb. 5. Fifteen men were lost.

The 32d Division was assigned to the 10th Training Area. Originally designated as a replacement division, it suffered a loss of nearly half its strength by transfer to other divisions soon after arrival in France. The German offensive of March necessitating placing additional American troops in the front lines led to the status of the division being changed, and after receiving many replacements and brief training the division took over a quiet sector in Haute-Alsace near Belfort. Headquarters was established at La Chapel. The division remained there until July 21.

On July 26 the division was assembled in the neighborhood of Soissons in reserve of the 10th French Army. Moved almost immediately to the region of Château-Thierry, the division was placed in the 38th (French) Corps, 6th Army, and later in the 5th American Corps.

On July 29 and 30 the division relieved the 3d Division northeast of Château-Thierry and attacked the Bois de Grimpettes and the Bois de Cierges. That night the 63d Brigade relieved the 28th Division on the Ourcq River. From that day until Aug. 3 the division was engaged in almost continuous fighting, and on the latter date captured the town of Fismes on the Vesle River. The division relieved the 127th (French) Division Aug. 27 and as a part of the 10th French Army advanced for several days west of Juvigny. It was relieved on Sept. 1 by the 1st Moroccan Division.

The division entered the Meuse-Argonne Offensive Oct. 2, being on the left of the 3d Division. It captured Romagne, Oct. 14. Later it moved east of the Meuse and on Nov. 11 was in the vicinity of Peuvillers.

Casualties totaled 13,261, including 3028 killed in action and died of wounds.

The division was assigned to the Army of Occupation and occupied a sector of the bridgehead at Coblenz. It remained there until April, 1919. Division headquarters arrived at New York May 5, 1919.

Major General William G. Haan commanded the division from Sept. 18, 1917, to Nov. 20, 1918.

Massachusetts men who died while members of the division numbered 32, as follows:

125th Inf.,	5	127th Inf.,	6	128th Inf.,	5	120th F.A.,	1	107th Engrs.,	1
126th Inf.,	5	119th F.A.,	4	120th M.G. Bn.,	3	121st F.A.,	1	107th F.S. Bn.,	1

THIRTY-THIRD DIVISION

The 33d Division was authorized in July, 1917, and organized in August at Camp Logan, Houston, Texas, its nucleus being the National Guard of Illinois, and brought to strength by heavy drafts from the 84th, 86th, and 88th Divisions, National Army.

It was composed of the 65th Infantry Brigade, 129th and 130th Infantry and 123d Machine Gun Battalion; 66th Infantry Brigade, 131st and 132d Infantry and 134th Machine Gun Battalion; the 58th Field Artillery Brigade, 122d and 124th (light) and 123d (heavy) Field Artillery and 108th Trench Mortar Battery; 122d Machine Gun Battalion; 108th Engineers; 108th Field Signal Battalion; 108th Sanitary Train, including the 129th to 132d Ambulance Companies and Field Hospitals; and trains.

The division sailed overseas in May and June, 1918, and on arrival in France was assigned to the 2d Army Corps, attached for training purposes to the 4th British Army, near Abbeville. In June certain units were engaged near Amiens and four companies of the 131st and 132d Infantry associated with an Australian Division took Hamel July 4. The 131st Infantry earned especial notice in the attack upon Chippily and Gressaire Wood, Aug. 9, during the Somme Offensive.

The division was transferred to the 1st American Army late in August and proceeded to the Toul and Verdun Sectors, but was later attached to the 3d Corps and took part in the Meuse-Argonne Offensive, going into action Sept. 26 near Forges.

The division was transferred Oct. 6 to the 17th (French) Army Corps, east of the Meuse. Upon being relieved Oct. 20-22, it in turn relieved the 79th Division in the Troyon-sur-Meuse Sector and remained there until the Armistice.

The division artillery — the 58th Artillery Brigade — having been detached for training, became Corps Artillery, and did not rejoin the 33d Division during continuance of hostilities. It supported the 89th Division in the Toul Sector, the 1st Division in the St. Mihiel Offensive, and then was attached to the 2d French Army. As Corps Artillery it supported the 32d and 89th Divisions.

The division suffered 6864 battle casualties, of whom 993 were killed in action and died of wounds, and received 20,140 replacements.

It became part of the Army of Occupation with headquarters at Diekirch, Luxemburg. It left there in April, 1919. Division Headquarters arrived at Hoboken in May, 1919.

Massachusetts men who died while members of the division numbered 8, as follows:

131st Inf.,	4	108th F.S. Bn.,	1
124th F.A.,	2	108th Engrs.,	1

THIRTY-FOURTH DIVISION

The 34th Division was organized in October, 1917, at Camp Cody, N. M., from National Guard troops of Minnesota, Iowa, Nebraska, and North and South Dakota. It went overseas during September and October, 1918, and upon arrival in France was sent to the La Brede Area (Gironde). Here it remained under instruction until Nov. 14, 1918, when it became a replacement division and its personnel sent to other organizations. Headquarters of the division entrained for the United States in December, 1918.

The division engineers and trains were designated as the 109th, the infantry regiments were the 133d to 136th inclusive, and the artillery and machine gun battalions 125th to 127th, inclusive.

One Massachusetts man died while a member of this division, in the 134th Infantry.

THIRTY-FIFTH DIVISION

The 35th Division was organized at Camp Doniphan, Fort Sill, Okla., in September, 1917, from the National Guard of Missouri and Kansas. It comprised the 69th Infantry Brigade, 137th and 138th Infantry and 129th Machine Gun Battalion; the 70th Infantry Brigade, 139th and 140th Infantry and 130th Machine Gun Battalion; 60th Field Artillery Brigade, 128th and 129th (light) and 130th (heavy) Field Artillery and 110th Trench Mortar Battery; 128th Machine Gun Battalion; 110th Engineers; 110th Field Signal Battalion; and trains.

The division sailed overseas in May and June, 1918, and was sent to the vicinity of Eu (Somme) for training. Late in June it was brigaded with the French in line in the Girardmer Sector in the Vosges. The artillery brigade had trained at Camp Coëtquidan and rejoined the division in the Vosges Aug. 14.

During the St. Mihiel Offensive the division was in reserve. In the Meuse-Argonne Offensive the division attacked from Sept. 26 to Oct. 1, advancing to Exermont, but was unable to hold all the ground gained. It was relieved north of Very, near Charpentry, on Oct. 1 by the 1st Division.

On Oct. 14 it relieved the 15th Colonial (French) Division in the Sommedieue Sector, where it remained until Nov. 7, when it was relieved by the 81st Division. The artillery brigade remained in line supporting the 81st Division until the Armistice.

During operations the division took 781 prisoners and suffered casualties totaling 7296, of whom 1298 were killed in action and died of wounds. The division received 10,605 replacements. Division headquarters sailed from St. Nazaire on April 8, 1919, and arrived at Newport News, Va., April 20, 1919.

Massachusetts men who died while members of the division numbered 3, as follows:

137th Inf., 1	138th Inf., 1	110th Engrs., 1
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THIRTY-SIXTH DIVISION

The 36th Division was organized at Camp Bowie, Fort Worth, Texas, in July, 1917, from National Guard troops of Texas and Oklahoma, and drafts from the National Army raised in those states.

The division comprised the 71st Infantry Brigade, 141st and 142d Infantry and 132d Machine Gun Battalion; 72d Infantry Brigade, 143d and 144th Infantry and 133d Machine Gun Battalion; 61st Field Artillery Brigade, 131st, 132d (light), and 133d (heavy) Field Artillery and 111th Trench Mortar Battery; 131st Machine Gun Battalion; 111th Engineers; 111th Field Signal Battalion; and trains.

The division sailed overseas during June and July, 1918. On arrival, all units, with the exception of the artillery, were sent to the training area in the vicinity of Bar-sur-Aube. The artillery brigade was sent to Coëtquidan.

The division acted as a reserve of the French Group of Armies of the Center and was attached to the 5th French Army. The division was transferred to the 4th French Army, Oct. 3, and the next night began moving towards the front. It relieved the 2d Division, Oct. 7-10, and carried the German position at St. Étienne on the morning of Oct. 8. On this day 66 officers and 1227 men became casualties. The division continued fighting until Oct. 26, when it was relieved on the Aisne and assembled in the Somme-Suippes Area, where it remained until the signing of the Armistice.

Shortly after the conclusion of hostilities the division moved into the area around Tonnerie, where it remained until April, 1919. Headquarters sailed from Brest in May and arrived in New York, June, 1919.

The division received 3397 replacements. Total casualties were 2584, of whom 591 were killed in action and died of wounds.

Two Massachusetts men died while members of this division, one each in the 142d and 143d Infantry.

THIRTY-SEVENTH DIVISION

The 37th Division was organized at Camp Sheridan, Montgomery, Ala., in July, 1917. It was composed of National Guard troops from Ohio, supplemented by drafts from the National Army. It comprised the 73d Infantry Brigade, 145th and 146th Infantry and 135th Machine Gun Battalion; 74th Infantry Brigade, 147th and 148th Infantry and 136th Machine Gun Battalion; 62d Field Artillery Brigade, 134th and 135th (light), 136th (heavy) Field Artillery, and 112th Trench Mortar Battery; 134th Machine Gun Battalion; 112th Engineers; 112th Field Signal Battalion; and trains.

The division sailed for France in June and July, 1918. After a period of training in the Bourmont Area (Haute-Marne), the division took over the quiet Baccarat Sector in the Vosges. On being relieved Sept. 16, it became a part of the 5th Army Corps and on the night of Sept. 24-25 was in position north of Avocourt. The advance progressed to the town of Cierges, where on the 28th the Germans checked the advance. The entire center of the American battle line, consisting of the 35th, 37th, and 79th Divisions, failed to make further progress in the territory extending from the vicinity of Exermont to the vicinity of Nantillois. The division was relieved on Oct. 1.

On Oct. 18 the division was sent to assist the 6th French Army in the Ypres-Lys Offensive and was assigned to the 30th (French) Corps. It took part with the 91st Division in the attack of Oct. 31, which resulted in forcing the Germans across the Lys and Scarpe rivers. The division was relieved Nov. 4-5, but was again in the line Nov. 9 to assist in overcoming the German resistance along the line of the Sheldt. Patrols crossed the river Nov. 10, but the Armistice intervened before the coup de grâce could be given the Germany army in Belgium and France. During this operation the division lost 1612 men and sustained during the war a total loss of 5387 casualties, 1066 of whom were killed in action or died of wounds. The division received 6282 replacements.

After the signing of the Armistice the division began its march toward Brussels, but before reaching that city orders were received to turn back. On Dec. 7 Headquarters were located at Homdschotte. Detachments of the division participated in the entry of King Albert into Brussels. Headquarters arrived at New York, March 23, 1919.

Massachusetts men who died while members of the division numbered 10, as follows:

146th Inf., 1	147th Inf., 4	148th Inf., 5
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THIRTY-EIGHTH DIVISION

The 38th Division was organized in August, 1917, at Camp Shelby, Miss., from National Guard troops of Kentucky, West Virginia, and Indiana.

The division arrived overseas during the latter part of September and the month of October, 1918, and was billeted south of the Loire, near Nantes. The personnel of the infantry and machine gun units and the Supply Train were distributed to various divisions as replacements.

The organizations composing the division were the 149th to 152d Infantry; the 137th to 139th Machine Gun Battalions and 137th to 139th Field Artillery; 113th Engineers; and trains.

The permanent cadre of the division returned to the United States in December.

One Massachusetts man, assigned to the 151st Infantry, died while with this division.

THIRTY-NINTH DIVISION

The 39th Division was organized in September, 1917, at Camp Beauregard, La., from National Guard troops of Louisiana, Mississippi, and Arkansas. It arrived overseas in August and September, 1918, and was sent to the St. Florent Area and designated as the 5th Depot Division. The training cadre was transferred to the 1st Depot Division at St. Aignan, Nov. 1, most of the division's personnel having been used as replacements. What remained of the division returned to the United States in December, 1918.

The division consisted of the 153d to 156th Infantry; 140th to 142d Machine Gun Battalions and 140th to 142d Field Artillery; 114th Engineers; and trains.

The division was commanded by Major General Henry C. Hodges.

FORTIETH DIVISION

The 40th Division was organized in September, 1917, at Camp Kearny, Cal., from National Guard troops of California, New Mexico, Colorado, Arizona, Utah, and Nevada.

The division comprised the 157th to 160th Infantry; the 143d to 145th Machine Gun Battalions and 143d to 145th Field Artillery; 115th Trench Mortar Battery; 115th Field Signal Battalion, and 115th Engineer Regiment; and trains.

It arrived overseas during the month of August, 1918, and was ordered (less Artillery, Engineers, and Field Signal Battalion) to La Guerche and became the 6th Depot Division. The 65th Artillery Brigade was sent to the training area at Camp de Souge. The 115th Field Signal Battalion and the 115th Engineers were detached from the division and participated in the operations of the 2d Army in the Toul Sector during October and November, 1918. Early in November the division was transferred to the 1st Army as a regional replacement depot with headquarters at Revigny (Meuse). Division headquarters returned to the United States in February, 1919.

FORTY-FIRST DIVISION

The 41st Division was organized in September, 1917, at Camp Greene, N. C., from National Guard troops of Washington, Oregon, Montana, Idaho, Wyoming, North and South Dakota, Colorado, New Mexico, and the District of Columbia.

The overseas movement began in December, 1917, and ended in February, 1918. The division was designated as the 1st Depot Division and stationed in the St. Aignan Training Area.

The 66th Field Artillery Brigade less the 147th Field Artillery was detached, and after a period of training at Camp de Souge and Livorne it was attached to the 1st Corps in July, 1918, and was actively engaged in the Champagne-Marne Defensive, the Aisne-Marne Offensive, the St. Mihiel and the Meuse-Argonne Offensives. After the Armistice it was assigned to the Army of Occupation in Germany. Total casualties were 408, of whom 59 were killed in action.

The division less the Artillery Brigade remained in the St. Aignan Area until February, 1919, when it returned to the United States.

More than 96,300 replacements passed through this division, mostly attached for a brief period to the infantry regiments (161st to 164th) for equipment and training.

Fifteen Massachusetts men died while members of this division, as follows:

161st Inf.,	1	148th M.G. Bn.,	2
162d Inf.,	1	147th F.A.,	4
163d Inf.,	2	116th Engrs.,	2
164th Inf.,	1	116th F.S. Bn.,	1
147th M.G. Bn.,	1		

FORTY-SECOND DIVISION

The 42d Division was formed Aug. 5, 1917, from picked National Guard units from twenty-seven states. New England was to have been represented by the 1st Massachusetts Field Artillery, but at the last moment that regiment was saved to the 26th Division. Many of the newly commissioned officers assigned to the division were from Massachusetts. After the operations of July and August, including the Champagne Defensive in which the division was used to strengthen the 21st French Army Corps resisting the attack of the Germans east of Rheims July 15, and in the Aisne-Marne Offensive, many of the replacements sent to the 42d were from the newly arrived 76th Division. Thus the participation of Massachusetts in the work of this division, while that state was not represented by any unit, was not inconsiderable. This was especially true in the St. Mihiel operations and the advance along the eastern edge of the Argonne Forest and to the division's objective, Sedan.

The infantry brigades of the division were the 83d and 84th. The artillery brigade was the 67th. The division was known as the Rainbow Division.

The organizations assigned to the 42d Division were as follows: Headquarters Troop (1st Separate Troop, Louisiana Cavalry); 149th Machine Gun Battalion (Companies I, K, L and M. 4th Pennsylvania Infantry); 165th Infantry (69th New York Infantry); 166th Infantry (4th Ohio Infantry); 150th Machine Gun Battalion (Companies A, B, C, 2d Wisconsin Infantry); 167th Infantry (4th Alabama Infantry); 168th Infantry (3d Iowa Infantry); 151st Machine Gun Battalion (Companies B, C, and F, 2d Georgia Infantry); 149th Field Artillery (1st Illinois Field Artillery); 150th Field Artillery, Heavy (1st Indiana Field Artillery); 151st Field Artillery (1st Minnesota Field Artillery); 117th Trench Mortar Battery (Companies 3 and 4, Maryland Coast Artillery Corps); 117th Engineer Regiment (1st Bn.-1st Separate Bn. South Carolina Engineers; 2d Bn.-1st Separate Bn. California Engineers); 117th Engineer Train (North Carolina); 117th Ammunition Train (Kansas); 117th Supply Train (Texas); 117th Field Battalion Signal Corps; 117th Train Headquarters and Military Police (Virginia Coast Artillery Corps); 117th Sanitary Train; 165th Ambulance Company (1st Ambulance Company, New Jersey); 166th Ambulance Company (1st Ambulance Company, Tennessee); 167th Ambulance Company (1st Ambulance Company, Oklahoma); 168th Ambulance Company (1st Ambulance Company, Michigan); 165th Field Hospital (1st Field Hospital, District of Columbia); 166th Field Hospital (1st Field Hospital, Nebraska); 167th Field Hospital (1st Field Hospital, Oregon); 168th Field Hospital (1st Field Hospital, Colorado).

Dec. 21, 1918, the Major General C. A. F. Flagler, commanding the division, made report giving a brief summary of the history of the division, and from that report the following extracts are taken:

"Oct. 18, 1917, the division commenced embarkation for France. Division Headquarters landed at St. Nazaire, France, Nov. 1. Debarkation was completed by Dec. 7. The principal ports of entry were St. Nazaire, Brest, and Liverpool. On arrival the elements of the division at once entrained for the Vaucouleurs Training Area. Here the division remained from Nov. 8 until Dec. 12. Dec. 12-15, 1917, the division marched to the La Fauche Area. Here the last divisional elements to leave the United States joined it. Dec. 26, 1917, the division marched to the Rolampont (7th) Area. . . . The 67th Field Artillery Brigade, during this period, was in training at Camp Coëtquidan.

The move by rail from the Rolampont Area to the vicinity of Luneville began Feb. 16, 1918. . . . Here the artillery brigade rejoined the division. The whole went into intensive training under

the French, serving in line with corresponding French units. This period lasted from Feb. 21 to March 23, 1918. It was conducted under direction of the 8th French Army and 7th French Army Corps, elements of the division being placed under command of the 64th, 14th, and 41st French Divisions.

March 23, 1918, the last element was withdrawn from command of the French and the division assembled in the Gerbeville-Baccarat Ouest Area preparatory to marching to the 7th (Rolampont) Training Area. The orders for this movement were revoked, the division relieving the 128th French Division in the Baccarat Sector. Command passed March 31. From this time until relieved the sector was a quiet one with the exception of occasional coup-de-mains and projector attacks by both Germans and Americans. During this period the division had complete control of No Man's Land and was very successful in maintaining identifications.

Relieved on June 21 by the 77th Division and the 61st French Division, the division assembled in the Châtel-sur-Moselle Area, thence moved by rail to the Area of St. Germain-la-Ville and thence to the Camp de Chalons (Vadenay Fme., June 29). . . . While on the verge of moving into position to carry out a minor operation near Olizy (northwest of Epernay) certain news was obtained of the impending German attack. The division was thereupon thrown into line, backing up the 170th and the 13th Divisions in the sectors of Souain and Esperance. Here the division occupied the second position and portions of the intermediate and outpost positions, under the 21st French Army Corps. The sector was quiet until July 15. The main force of the German attack was delivered against the center of the 21st Army Corps. This attack broken, the 42d was withdrawn from line July 18, 1918, and moved by train to the La Ferté-sous-Jouarre Area. . . . It was moved by camion on July 24-25 to the vicinity of Epieds, where it took over the front of the 1st U.S. Army Corps, relieving the 28th Division and the 164th and 167th French Divisions. It advanced on July 27-28 from north of Epieds to its objective north of the Ourcq. Here, after a bitter struggle of several days' duration it forced the Germans again to withdraw and reached the line south of Mareuil-en-Dole-Chéry-Chartreuve. . . .

Relieved on Aug. 3 by the 4th Division, the 42d Division marched on Aug. 12, 1918, to the La Ferté-sous-Jouarre Area and on Aug. 17 moved by rail to the Bourmont Area, where it went into intensive training.

Beginning Aug. 30, the division moved by night marches to the Forêt de la Reine. During the St. Mihiel Salient Operation, it delivered the main attack from the south, as the center division of the 4th Army Corps, advancing 19 kilometers during the two days of the attack Sept. 12-13. It then organized the conquered ground. Oct. 1, the division was relieved. It moved by camion and road to the region of Benoite-Vaux-Couvent, thence to the region of Recicourt (Oct. 4), thence to Bois de Montfaucon (Oct. 6) as reserve of the 5th Army Corps. Oct. 13 it relieved the 1st Division north of Fléville-Exermont on the Argonne-Meuse front. It attacked, advancing 2 kilometers, taking Hill 288 and Côte de Chatillon. Oct. 31, the division was relieved by the 2d Division.

Advancing in support of the attack of Nov. 1, the 42d Division, as part of the 1st Army Corps, passed through the 78th Division on the general line St. Pierremont-Oches on Nov. 5. It advanced 19 kilometers in two days to the Meuse River and the heights south of Sedan.

Withdrawn Nov. 10 and regrouped in the Buzancy region the division moved by stages to the Brandeville region, becoming a part of the Army of Occupation. It was attached to the Third Army Corps, Third Army.

On Nov. 20, 1918, the march towards the Rhine commenced. Through Montmedy (France), Virton and Arlon (Belgium), Mersch and Consdorf (Luxembourg), Welschbillig, Speicher, Birresborn, Dreis (Germany) the division finally reached Adenau (Germany) Dec. 9, 1918. Dec. 13 the division was transferred to the 4th Army Corps. It moved to the Kreis of Ahrweiler (Dec. 15), division headquarters being established at Ahrweiler. . . ."

During the advance to the Ourcq at the end of July and during its entire participation in the Aisne-Marne Offensive the 42d Division was supported by the artillery of the 26th Division.

The division was withdrawn from its position in the outskirts of Sedan to permit French troops to have the honor of entering that city.

The total casualties of the 42d Division exceeded 16,000, of whom 2713 were battle deaths. Over 17,000 replacements were received.

The division was commanded by Major General William A. Mann until Dec. 14, 1917, Major General Charles T. Menoher until Nov. 7, 1918, who was followed in command by Major General Charles D. Rhodes and Major General C. A. F. Flagler.

Massachusetts men who died while members of the division numbered 68, distributed as follows :

165th Inf.,	37	149th F.A.,	2	117th Engs.,	1
167th Inf.,	17	150th F.A.,	1	117th Supply Train,	1
168th Inf.,	8	151st F.A.,	1		

SEVENTY-SEVENTH DIVISION

The 77th Division was organized at Camp Upton, Long Island, in September, 1917, under Major General J. Franklin Bell. The greater part of the enlisted personnel was from New York City. The division was composed of the 153d Infantry Brigade, 305th and 306th Infantry and 305th Machine Gun Battalion; the 154th Infantry Brigade, 307th and 308th Infantry and 306th Machine Gun Battalion; the 152d Field Artillery Brigade 304th and 305th (light) and 306th (heavy) Field Artillery and 302d Trench Mortar Battery; the 302d Engineers; the 304th Machine Gun Battalion; the 302d Field Signal Battalion; and trains.

The division received a draft of men from Camp Devens before embarkation and again while in France. Many of the later replacements were Massachusetts men.¹ When the division sailed for France, 342 men of the 305th Infantry, 192 men of the 307th Infantry, 110 men of the 304th Artillery, and 63 men of the 302d Engineers gave Massachusetts addresses.

The division was the first of the National Army divisions to go overseas. The movement began March 26, 1918, although the advance party of the division had left on March 1. The Infantry units of the division landed in England, whence they proceeded to the British area in France. After intensive training from April 23 in the vicinity of Eperlecques, Pas-de-Calais, from May 6, with the 39th (British) Division, a part of the time as reserve for the 2d and 42d (British) Divisions, the division moved to Lorraine and relieved the 42d (American) Division in the Baccarat Sector June 21, 1918. The artillery rejoined the division in July. It had sailed directly for Brest late in April and received training at Camp de Souge. This period of training ended by the relief of the division by the 37th Division, Aug. 4.

The division next entered the line Aug. 10, taking over a sector south of the Vesle River, on the left of the 28th Division, its front lines extending parallel to the river from Mont Notre Dame through Villesavoys in the direction of Fismes.

Major General Robert Alexander now took command. Contact with the enemy was maintained on the steep heights above Haute-Maisons. Bazoches and Fismes were occupied. On Sept. 10, the 154th Infantry Brigade, on the right, had advanced to a point four hundred yards west of Revillon; and the 153d Infantry Brigade, on the left, had reached the Aisne River. The division was relieved from this sector on Sept. 16, by an Italian division.

¹ Major Bissell, attached to Division Headquarters, believes "that as many as three thousand men from Massachusetts served with the 77th Division."

In the Meuse-Argonne Offensive the 77th Division was given the task of clearing the Argonne forest of the enemy who had occupied this almost impenetrable ground since 1914. This forest covered the difficult and varied country between the Aisne and the Aire. The western edge was within the area of the 4th French Army. The eastern edge, along the Aire, was within the sector of the 28th Division.

On the night of Sept. 25, the infantry of the 77th Division took over a seven and one half kilometer front, extending across the enemy's position from a point west of La Harazée, on the left, to Courte Chaussée and Taille de Ramée on the right. All four infantry regiments were in the front line, the 305th on the extreme right, the 306th on its left, the 307th next, and the 308th on the left of the line.

The 28th Division was on the 77th's right and the 1st (French) Division of the 38th (French) Corps on its left. The 92d Division, which was in reserve, had been temporarily utilized between the 77th and the French.

At 5.30 A.M., Sept. 26, following a terrific bombardment of the enemy lines for three hours, all four infantry regiments began their advance. Slight enemy opposition was encountered, his front line being lightly held. On the right an advance of two miles was made the first day. On the morning of the second day, the attack was resumed. The German rear guards made stubborn resistance. The 307th Infantry found the enemy's main line of resistance the heights on the right front above Rau de La Ferme aux Charmes. Heavy fighting continued all day. At many points the enemy was forced to give way. By nightfall the 305th Infantry held Abri St. Louis; the 306th Infantry had captured Four de Zube. The huge engineer and railroad dump at Barricade Pavillon was in American hands. An average advance of one and one half kilometers had been made during the day.

When the attack was renewed on the morning of Sept. 28, it was found that the enemy had abandoned the line of resistance so stubbornly held on the day before. For several hours the advance met but little opposition, but about two o'clock in the afternoon the 307th Infantry came in contact with the enemy second line, an entrenched position with numerous machine guns on the forward slope of the draw north of Bagatelle. As it was impossible to advance, on the following day the left and center were still held up, although a small gain was made on the right.

On the afternoon of Sept. 30, the 154th Infantry Brigade drove the enemy to the Binarville-La Viergette road. On the left the 153d Infantry Brigade fought its way slowly forward to a position in front of the enemy on the heights of the Bois de la Naza which were occupied on Oct. 2. The 77th was the only American division which advanced its front on Sept. 30.

At 12.50 A.M., on Oct. 2, a determined attack was made by the 154th Brigade. Six companies of the 308th Infantry under the command of Major Charles S. Whittlesey, a Massachusetts man, penetrated a weak spot in the German trench and wire system at the bottom of a deep ravine on the left of the brigade sector. In accordance with instructions from Corps headquarters to push forward wherever a weakness might be discovered "without regard to flanks," Major Whittlesey's command worked forward as far as the ravine at Charlevaux Mill, but the two flanks of the battalion were thus left dangerously exposed. Major Whittlesey's orders were that on reaching Charlevaux Mill, he was to hold that position until the other elements of the line had come abreast of him. This, however, they were unable to do.

At daybreak of Oct. 3, the 154th Brigade, less the companies with Major Whittlesey, attempted to advance to the line of Charlevaux Mill, but the enemy held at all points. Two other attacks were made during the day but failed. Communication with Major

Whittlesey was cut off. Meanwhile, on the right, desperate efforts were made to break through and gain the heights of the Bois de la Naza; a general attack was launched by the 2d and 3d Battalions of the 305th Infantry, but it was impossible to make headway. In this attack the 2d Battalion lost five officers killed and more than 200 men killed and wounded.

During the next few days every attempt was made to relieve the beleaguered battalion at Charlevaux Mill. The general commanding the 154th Brigade in person led his men in attacks against the enemy positions. On the left the French made repeated attempts to turn the enemy's right flank. Locating the principal strong point in the German line at La Pallette Pavillion, from which the enemy was directing his fire against Major Whittlesey's battalion, the divisional artillery delivered a most distressing fire on that strong point.

While the French fought on the left, a battalion of the 307th moved to the right and, with reinforcements from the 153d Brigade, started up the ravine south of Bois de la Naza in another effort to break through. To divert the enemy's attention from this advance, the 308th and the remainder of the 307th made a noisy demonstration along the entire brigade front. The relieving column was soon discovered, when it had proceeded but a short distance and thereafter fought its way slowly forward.

On the afternoon of Oct. 6 nine companies of the 154th Brigade launched an attack, following an effective artillery barrage. In the evening of that day word was received that elements of the 307th were approaching Major Whittlesey's battalion.

The following morning it was found that all along the divisional front the enemy was abandoning his positions. The fierce attacks to relieve the survivors of Whittlesey's battalion had not only achieved that purpose but had broken the German resistance.

As the 77th took up the advance on the morning of Oct. 8, the 153d Brigade became engaged with the enemy in heavy rear-guard action. One kilometer was the limit of the day's advance. During the next two days the advance continued, slowly, as the enemy had brought up reinforcements. The country was now more open. Chevières was taken on Oct. 10, and that night saw the Grand Pré gap occupied by outposts of the 77th and 82d Divisions.

The 307th and 308th Infantry continued the attack on the 11th. The river Aire was reached from Marcq and Chevières to Grand Pré, and on the night of the 13th the 3d Battalion and two companies of the 2d Battalion of the 308th Infantry crossed the river between St. Juvin and the heights opposite Chevières. This position was held until the fifteenth. Meanwhile the 305th and 306th Infantry, side by side, had captured La Besogne and Marcq. On the 13th the front line extended from in front of Grand Pré to St. Juvin. Attempt to throw bridges across the river failed.

On Oct. 14 the 305th and 306th Infantry attacked, from the line running east from Marcq to the Aire. The crossing of the Aire River was made under intense machine-gun and artillery fire. The town of St. Juvin was successfully rushed from the south and east, its capture being effected by Company H of the 306th and a detachment of machine gunners. Liaison was established with the 82d Division on the right. A determined counter-attack by the enemy was repulsed that night. The next day, Oct. 15, a successful attack was launched against Grand Pré by the 307th Infantry, which succeeded in establishing its line in the outskirts of the town itself, and driving the enemy from the town, but the 78th Division, which relieved the 77th, was unable to occupy the town until the 25th. During the night of the 15th the 77th Division was relieved. It had advanced twenty-two kilometers through dense woods, through swamp and meadow, in a hilly country, and had won the crossing of the Aire River. It had been opposed by five

German divisions. The 77th had taken the towns of Chevières, Marcq, St. Juvin, and Grand Pré, captured ten cannon, 155 machine guns, and 631 prisoners including twelve officers. The casualties included 24 officers and 537 men killed and 98 officers and 3038 men wounded and missing.

The division remained in a support position for the next two weeks and then returned to the front line, taking a sector between the 78th and 80th Divisions. The 153d Brigade was the forward element, and the 154th Brigade and 304th Machine Gun Battalion the division reserve.

On the morning of Nov. 1, following artillery preparation, the infantry began the advance toward Champigneulle and the road leading to St. Georges. On Nov. 2, Champigneulle, Vepel, Harricourt, Thenorgues, and Bar were captured; Nov. 3, Autruche, Fontenoy, and St. Pierremont were taken. The 154th Brigade relieved the 153d, the latter continuing as support, and took Oche on Nov. 4. Later in the day Stonne was occupied. A widening of the divisional sector caused the 153d Brigade to be again thrown into the line and the advance continued. La Besace was next occupied. Throughout this pursuit of the retreating foe vigorous enemy rear-guard resistance was met and overcome.

The last day's advance (Nov. 6) of the 77th Division in the direction of Sedan was made from the line Stonnée-La Besace. The gain this day was fourteen kilometers. The Bois de Raucourt and Malmaison Farm were captured, also Flaba and Raucourt. Then Augécourt and Remilly-sur-Meuse were seized and the Meuse reached Nov. 7, along the whole front of the division. The enemy had destroyed the bridges across the river.

Patrols from the 77th Division crossed the river and penetrated the German lines. The division itself did not make the crossing and the Armistice made unnecessary further attempts to advance, but at that moment outposts were across the river and the left of the division was about two kilometers from Sedan.

After the Armistice the division was sent to the 9th Training Area with headquarters at Châteauvillain. It returned to the United States in April, 1919.

During battle the division captured 750 prisoners and suffered casualties totaling 10,194, of whom 2110 were killed in action or died of wounds.

The division had four commanding generals: Major General J. Franklin Bell (Aug. 18, 1917, to March 28, 1918); Brigadier General Evan M. Johnson (temporary); Major General George B. Duncan (May 8, 1918, to Aug. 16, 1918); Major General Robert Alexander (Aug. 27, 1918, to demobilization).

Massachusetts men who died while members of the division numbered 151, as follows:

305th Inf.,	32	304th F.A.,	3	302d F.S. Bn.,	2
306th Inf.,	34	305th F.A.,	6	302d Amn. Tr.	2
307th Inf.,	20	306th F.A.,	9	Military Police,	1
308th Inf.,	34	302d Engrs,	2	Detached Command,	1
306th MG. Bn.,	5				

SEVENTY-EIGHTH DIVISION

The 78th Division was organized in August, 1917, at Camp Dix, N. J., from men from New York, New Jersey, and Delaware, later supplemented by additional men from the New England states and Illinois. It comprised the 155th Infantry Brigade, 309th and 310th Infantry and 308th Machine Gun Battalion; 156th Infantry Brigade, 311th and 312th Infantry and 309th Machine Gun Battalion; 153d Field Artillery Brigade, 307th

and 308th (light) and 309th (heavy) Field Artillery and 303d Trench Mortar Battery; 307th Machine Gun Battalion; 303d Engineers; 303d Field Signal Battalion; and trains.

The division moved over seas during May and June, 1918. It became part of the 2d Army Corps then operating with the British in Flanders, and continued training near the Ypres front. On July 18 the division moved into the Arras area, remaining until Aug. 20, when it moved to the 11th Training Area and was transferred to the 1st Army Corps August 20 and supported the 2d Division during the St. Mihiel Offensive, and on Sept. 15 relieved that division and on the following night the 5th Division. During the first week of October the division was relieved and transferred to the eastern border of the Argonne Forest, and on Oct. 15 relieved the 77th Division on the line Petit Talma-Grand-Pré-Chevières-St. Juvin. Grand Pré was finally cleared of the enemy, Oct. 23, as later was the Bois de Bourgoyne and Hill 180, thus rendering the Bois des Loges untenable for the enemy.

From the last two days in October through to Nov. 5, when relieved by the 42d Division, about twelve miles southwest of Sedan, the division was in action almost continuously, following the eastern edge of the Argonne toward Sedan. The losses on this advance from Oct. 15 numbered 5000 men.

The artillery brigade received its training in Brittany, and in August relieved the 1st Field Artillery Brigade. It supported the 90th Division in the St. Mihiel Offensive, but rejoined its own division Oct. 4.

The division suffered total casualties of 7144, of whom 1169 were battle casualties. Replacements received totaled 3190. The division returned to the United States in May, 1919.

The division had four commanding generals, Major-General Chase W. Kennedy, Major-General Hugh L. Scott, Brigadier-General James L. Dean, and Major-General James H. McRae.

Massachusetts men who died while members of the division numbered 13, as follows:

309th Inf., 4	311th Inf., 1	308th F.A., 1
310th Inf., 5	307th F.A., 1	303d Supply Tr. 1

SEVENTY-NINTH DIVISION

The 79th Division was organized in August, 1917, at Camp Meade, Md. It was originally composed of National Army men from Pennsylvania, Maryland, and the District of Columbia, but later drafts brought men from New York, Ohio, Rhode Island, and West Virginia, to replace the partially trained men who were transferred to other divisions going overseas. It is said that 50,000 men passed through this division before going overseas, in addition to its personnel, which embarked in July, 1918.

The division was composed of the 157th Brigade, 313th and 314th Infantry; 158th Brigade, 315th and 316th Infantry; 310th, 311th, 312th Machine Gun Battalions; 154th Artillery Brigade, 310th, 311th, 312th Artillery; 304th Trench Mortar Battalion; 304th Engineers; 304th Field Signal Battalions; 313th, 314th, 315th, 316th Ambulance Companies and Field Hospitals; and Trains.

The division less artillery went into training in the Tenth Training Area at Prauthoy. The artillery (154th Field Artillery Brigade) was separated from the division and did not rejoin until after the Armistice.

In September the division took over the Montfaucon Sector, northwest of Verdun, relieving the 157th (French) Division.

Sept. 26, as a part of the 5th Corps, the division participated in the initial attack

of the Meuse-Argonne Offensive, capturing the towns of Haucourt and Malancourt, and on the 27th, the 313th and 314th Infantry captured Montfaucon, a very strong position. The 315th Infantry took Nantillois on the 28th. The advance was continued by the 158th Brigade, until held up by the Germans in the Bois de Ogons, Sept. 29. On Sept. 30 the 3d Division relieved the 79th Division, which had gained ten kilometers during four days of hard fighting. The division marched to the Troyon Sector and on Oct. 8 relieved the 26th Division, and in turn was relieved on Oct. 26 by the 33d Division.

The 79th Division was sent back to the front on Oct. 30 to relieve the 29th Division, which was on the eastern bank of the Meuse, and a part of the 26th Division in the Grande Montagne Sector, seventeen kilometers north of Verdun. Nov. 2 the division attacked and continued severe fighting until the Armistice. At that time it was on the left of the 26th Division and on the right of the 15th (French Colonial) Division. These divisions were facing east and holding the heights which dominated the plains of the Woëvre. The division was kept on the front from Nov. 11 until Dec. 26 for patrol and police work. It was then moved out to the Souilly Area. It returned to the United States in May, 1919.

During its operation the division captured 1120 prisoners and suffered 7457 casualties. Maj. Gen. J. E. Kuhn was the only commander of this division during hostilities.

Massachusetts men who died while members of the 79th Division numbered 40, as follows:

313 Inf.,	1	311 M.G. Bn.,	1
314 Inf.,	26	311 F.A.,	1
315 Inf.,	4	304 San. Tr.,	2
316 Inf.,	4	312 M.G. Bn.,	1

EIGHTIETH DIVISION

The 80th Division was organized at Camp Lee, Va., Aug. 27, 1917, chiefly composed of men from Pennsylvania, Virginia, and West Virginia, and filled to strength by recruits received at Camp Lee.

The division was composed of the 159th and 160th Infantry Brigades (317th-320th Infantry), 313th-315th Machine Gun Battalions, the 155th Artillery Brigade (313th-315th Regiments), and 305th Engineers, Signal Battalion, Trench Mortar Battery and Trains.

The 80th Division began the movement to France on May 17, 1918. Division Headquarters and the 318th Infantry embarked at Hoboken for Brest. All other elements embarked at Newport News, Va., for St. Nazaire, Bordeaux, and Brest. The troops landed May 30 and 31, June 8 and 12.

The division, less the artillery, was transported to Calais, where the troops exchanged American for British arms. Before the middle of June the division was assembled in the Samer Training Area, several miles east of Boulogne, and received training under the 16th Irish and 34th British Divisions, and two battalions participated in attacks made by New Zealand troops and the Welsh 38th Division between Albert and Arras. The division was moved to the vicinity of Verdun to participate in the Meuse-Argonne offensive.

On the night of Sept. 24-25, the 160th Brigade was concentrated in the Bois Bourrus, near Germonville. At 5.30 A.M., Sept. 25, the brigade advanced under cover of artillery and machine-gun barrage. Béthincourt was reached and taken with a rush in a few minutes. By noon the infantry had overcome the resistance offered by hostile machine guns in the Bois de Forges and the Bois de Juré. During the evening

a second attack was made by the 160th Brigade and by midnight it had reached the army objective near Danneveux, establishing the right of the division on the west bank of the Meuse.

On the 27th the 160th Brigade made a third attack and again carried the army objective. That night, the division was relieved and moved to Bois Montfaucon in reserve. On the 30th an intervening sector, between the 3d and 79th Divisions, was created for the 80th Division, which was relied on to break through the Bois des Ogons in front of Nantillois. At 5.30 P.M., the 2d Battalion, 319th Infantry, attempted to pass through the front line and penetrate the Bois des Ogons, but this effort failed, owing to continuous heavy fire from the enemy.

On the night of Oct. 6-7 the 160th Brigade took over the entire front line of the division. At 3.30 P.M., on the 9th, two battalions of the 319th Infantry advanced and by nightfall the front line of the division had reached La Ville aux Bois Farm. Later two companies of the 319th filtered through the woods south of Cunel, surprised the garrison of the town, and took prisoners two battalion staffs.

On Oct. 10 the division was relieved and moved to Forêt de Nesse; on the 14th it went to the Triaucourt Area in Army Reserve for reorganization. Col. James L. Love, Jr., succeeded Col. Cochen in command of the 319th Infantry.

On Oct. 13 the division was transferred to the 1st Army Corps, and on the 23d ordered forward to the vicinity of Les Islettes, where it remained until the 30th, concealed in the woods. It relieved the 82d Division along the line St. Georges-St. Juvin, Oct. 30-31. On Nov. 1, after artillery preparation, the 319th and 320th Infantry advanced, and by nightfall the 319th had reached the Buzancy-Bayonville Road north of Imécourt. On the 2d it delivered a flank attack upon the enemy to the west, which was completely successful, making possible the occupation of Verpel and Thénorgues. The commander of the 80th Division received commendatory telegrams from the corps commander for its excellent work, special mention being made of Gen. Brett, of the 160th Brigade. On the 8th the 80th Division marched for the Cornay-Apremont Area and was placed in reserve.

Total casualties were 6763, including 1141 battle deaths. The losses of the 319th Infantry were: 208 killed, 849 wounded, 228 gas casualties. Replacements received numbered about 4500. Massachusetts men who died while members of the division numbered 24, as follows:

317th Inf., 1, 318th Inf., 3, 319th Inf., 14, 320th Inf., 6

EIGHTY-FIRST DIVISION

The 81st Division was organized at Camp Jackson, S. C., September, 1917, from National Army drafts from North and South Carolina, Tennessee, Florida, Illinois, and New York.

The Infantry regiments in the division were numbered 321 to 324 inclusive, the Artillery and Machine Gun Battalions, 316 to 318, and the Engineers and Signal Battalion 306; the other elements bore the numerals 321 to 324 inclusive.

The division arrived overseas in August, 1918, and for training purposes was sent to the 16th Training Area with headquarters at Tonnerre (Yonne). The Artillery Brigade was sent to Valdahon.

The division took over the St. Dié Sector in the Vosges Sept. 14, and remained in the front line until Oct. 10 as a part of the 33d (French) Corps of the 8th (French) Army and later as part of the 10th (French) Corps. Following this it moved to the Sommedieue Sector southeast of Verdun and was held in reserve. It became part of

the 2d (French Colonial) Corps, forming the extreme right of the First American Army Nov. 7, and relieved the 35th Division in line.

It participated in the Meuse-Argonne Offensive Nov. 7-11, and on Nov. 9 attacked on a front extending from Eix to Fresnes, continuing on the 10th and 11th in conjunction with the advance of the 33d Division on the right. At the moment of the Armistice an assault was being delivered upon the strongly fortified village of Hantecourt and the Bois de Manheulles.

During its operation the division took 101 prisoners and suffered casualties totaling 1104, and received about 2000 replacements. The division was commanded during its overseas service by Maj. Gen. Charles J. Bailey.

It returned to the United States in June, 1919

Massachusetts men who died while members of this division numbered 4, as follows:

321 Inf., 2,	322 Inf., 1,	323 Inf., 1
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EIGHTY-SECOND DIVISION

The history of the 82d Division, known as the All American Division, has an especial interest to citizens of Massachusetts. This division was representative of the entire country, and was the second national army division to leave the United States. It had been intended that the 82d Division would be composed of units organized from men drafted from the more southern states. The necessity of completing the southern national guard divisions, especially the 31st, called for the transfer of nearly the entire enlisted personnel (all but 783 enlisted men) of the 82d as first assembled, which in turn led to the transfer from the northern camps of men to replace these drafts. Eight thousand men were transferred from Camp Devens to Camp Gordon, and seven hundred men to the division while it was at Camp Upton.

The 82d Division was assembled, beginning Aug. 25, 1917, at Camp Gordon under command of Major General Eben Swift, himself a Massachusetts man, though born at an army post where his father was stationed. General Swift graduated from West Point in 1876, and rose to the rank of brigadier-general in the regular service before the United States entered the war. He was commissioned major general in the National Army August, 1917. He had served in our Indian wars, in the Spanish-American War, and in the Philippines and on the Mexican Border, and had been commandant of the Service Schools at Fort Leavenworth.

Camp Gordon was situated about fourteen miles from Atlanta, Ga.

The officer personnel above the rank of major, and many of that rank, came from the regular army. The remainder of the officers, with few exceptions, were graduates from the First Officers' Training Camp at Fort McPherson, and came from Alabama, Florida, and Georgia. The training cadre of non-commissioned officers were mainly drawn from the 6th and 17th Infantry of the regular establishment.

The division was made up of the following units: 163d Infantry Brigade, 325th and 326th Infantry; 164th Infantry Brigade, 327th and 328th Infantry; 319th to 321st Machine Gun Battalions; 157th Field Artillery Brigade, 319th-321st Artillery; 307th Field Signal Battalion, Trench Mortar Battery, Engineers and Train, Sanitary Train (325, 326, 327, 328th Ambulance Co., and Field Hospitals), Ammunition Train, Supply Train, Train Headquarters, and Military Police.

On Oct. 10, 1917, instructions were received from the Adjutant General's Office that all white men attached to the division received through the selective draft from

the states of Alabama, Georgia, and Tennessee would be transferred to the 30th, 31st, and 81st Divisions, and that the 82d would be filled by transfers from Camp Devens, Upton, Meade, Dix, and Lee. Therefore, during October 13,270 men were so transferred. During that month there were received 14,047 men, including 3498 men from Camp Devens, and during November, 13,882 men, including 4484 men from Camp Devens.

Further accessions were received in March and April, including 700 men from Camp Devens in April.

Although about 8700 men had been received at Camp Gordon from Camp Devens, and another draft of 700 at Camp Upton as the 82d Division was about to sail, an inspection of the shipping list, covering about 26,400 officers and men, discloses the fact that officers and men giving the New England states as their residence or that of next of kin numbered 4965, about 19 per cent of the whole division, and of these 3164, about 12 per cent of the whole division, gave Massachusetts as their home state.

The 163d Infantry Brigade had a somewhat larger number (averaging over 23 per cent) of New England and of Massachusetts men than the 164th (average 18 per cent), a total of more than one fifth of both brigades being from New England, of whom 1800 were from Massachusetts. This number was increased when the men from the casual companies and detachments were distributed, 474 New England and 326 Massachusetts men going as casuels.

The 3d Battalion of the 325th Infantry had the largest percentage of New England (39 per cent) and of Massachusetts men (24 per cent) in its ranks, and the 3d Battalion of the 328th Infantry came next, otherwise the distribution was about equal.

The proportion of New Englanders and Massachusetts men in the artillery and machine-gun battalions was somewhat less, and in the engineers and trains still less. One third of the 320th Machine Gun Battalion were New Englanders, about one half being from Massachusetts.

Lt.-Col. Buxton states that approximately 20 per cent of the arrivals at Camp Gordon intended for rebuilding the 82d Division were of foreign birth, and of these several hundred were aliens, many of enemy countries and many unable to understand English. Confessed enemy aliens were eliminated, and doubtful cases transferred to the 157th Depot Brigade. In all, 1400 enemy aliens were discharged by order of the War Department.

In March, 1918, the second increment of the selective draft men assigned to that camp from Alabama, Georgia, and Tennessee arrived.

General Swift was ordered overseas November, 1917, and from France proceeded to Italy as Chief of the American Military Mission. His successor in command was Brigadier-General James B. Erwin (Nov. 24 to Dec. 26, 1917). Major General Wm. F. Burnham, who had previously commanded the 164th Brigade and had held temporary command of the division from Dec. 26, 1917, until March 22, 1918, and again from March 27 to May 13, 1918, was on that latter date assigned to the command of the division. He retained command until Oct. 5, 1918, when he was succeeded by Major General George B. Duncan.

Notwithstanding that 3000 "specialists" had been withdrawn from the division, drafts from the depot brigade brought it up to strength, and the movement to Camp Upton, en route to France, began with the departure of headquarters April 10. Most of the division sailed in April and early May, but the last unit did not arrive until July 12. Headquarters sailed April 23 and arrived at Liverpool, Eng., May 9.

Although the greater part of the division sailed from Hoboken, the following organizations of the 164th Brigade sailed from Boston:

Headquarters Company and Co. H, 327th Infantry, 18 officers, 500 men.

Headquarters Company, Machine Gun Company, Supply Company, 1st Battalion, 328th Infantry, 35 officers, 1640 men.

Attached medical personnel, 3 officers, 16 men.

The above sailed from the Leland Liner Pier, on Transport No. 514 (S.S. *Grampian*), May 1, and from the same pier on the same day, on Transport 523 (S.S. *Scandinavian*).

Headquarters Company Detachment, 4 officers, 4 men.

2d and 3d Battalions, 328th Infantry, 45 officers, 2000 men, and attached medical personnel, 5 officers, 32 men.

The various units landed at Liverpool, May 7-17, except the late sailings noted above, and moved to Romsey and Southampton and thence to Le Havre.

An outstanding incident in the history of the division was the review in London of the 325th Infantry on May 11, General John Biddle in command, by the King of England and the American Ambassador, Dr. Page, Vice-Admiral Sims, General Slocum, and Colonel Whitman. The Stars and Stripes flew from the staff at the war office, where Prime Minister Balfour reviewed the column.

The first contingent arrived at Waterloo Station shortly before 8 o'clock. The band of the 325th Infantry headed the column. The drums and pipes of the Scots Guards led the 2d Battalion, and the band of the Irish Guards and drums and fifes of the Grenadiers the 3d Battalion.

A group of veterans of the Civil War, residents of London, joined the column, carrying a banner inscribed "Not for ourselves, but for our Country."

The immense crowds lining the streets gave these typical American troops a great ovation. The following day the 325th took boat at Southampton.

The following letter was distributed to men of this and other American contingents arriving:

WINDSOR CASTLE

Soldiers of the United States, the people of the British Isles welcome you on your way to take your stand beside the Armies of many Nations now fighting in the Old World the great battle for human freedom.

The Allies will gain new heart & spirit in your company.

I wish that I could shake the hand of each one of you & bid you God speed on your mission.

April 1918.

GEORGE R.I.

Division Headquarters were opened at Escarbotin, Somme, May 16. The division, except for the artillery, billeted in villages mainly west of Abbeville, and here training was resumed under British instruction from the 66th British Division.

The artillery brigade proceeded to La Courtine and trained there until August.

Field Marshall Sir Douglass Haig inspected the division May 28, and General Pershing, May 30.

Early in June details of officers and non-commissioned officers were taken into the British front-line trenches before Albert and Amiens. The division suffered its first casualty in action June 9, when Captain Jewett Williams of the 326th Infantry was killed.

In compliance with orders received June 11 the division moved to the American Army Area, and, June 18, found itself in the area north of Toul, where training was again resumed. The entire division was assembled here except the artillery, which remained at La Courtine.

The 82d relieved the 26th Division in the La Reine (Boucq) Sector, June 24-28, which had in turn relieved the 1st Division. The sector was a "quiet" one; nevertheless, during the stay of the 26th, their casualties in killed, wounded, gassed, and missing were nearly 3000.

The arrival of the 82d in this sector demonstrated the difference between organizations unused to actual front-line condition and one with such experience. Officers of the 26th Division noticed that the troops of the 82d brought in for the relief marched in solid column, and other ways showed the inexperience of their officers, and were consequently subjected to shelling by the Germans, who knew the relief was being effected. The new division not only lacked experience but necessary equipment, and was short of artillery, machine guns, and supply trains. The 307th Supply Train did not join until July.

The 154th (French) Division, less one regiment, was at first assigned to assist the 82d Division in this sector, which now became known as the Langny Sector, but on July 17 the command passed to the commanding general of the 82d Division.

The 82d held the left flank of the 32d (French) Corps, 8th French Army. The left battalion of the 328th was in liaison with the right battalion of the French 2d Army. It was learned that in case of attack the outpost battalions of the 8th Army were ordered to hold to the last man, but that outpost battalions of the 2d Army had orders to withdraw into a zone of resistance of a depth of about 5 kilometers.

Intensive training was continued, and orders were received to construct an entirely new defensive system of trenches, especially in the zone of resistance.

The first trench raid by any unit of the division was on Aug. 4. Companies K and M, 326th Infantry, successfully raided a German outpost, but suffered a loss of 1 killed, 4 wounded.

On Aug. 3, a detachment of the 30th Engineers effected a gas projector attack. The enemy retaliated with gas on the night of Aug. 7, while the relief of the 82d by the 89th Division was in progress in Jury and Hazelle Woods. The casualties in the 82d Division were 166, of which 6 were deaths, and in the 89th Division 554, of which 43 were deaths.

The relief was completed Aug. 10. During the stay in this sector losses were 22 officers, 352 enlisted men — including 1 officer and 43 men killed. The division moved to the area west of Toul, with headquarters at Blenod-les-Toul. Here orders were received assigning the division to the 4th American Corps for administration, and the 8th French Army for tactical control. The division relieved the 2d Division in the Marbache Sector, Aug. 15-17. The division passed to the American 1st Corps command Aug. 20, and thus on Aug. 30 became part of the American 1st Army. The 1st Division was on the left of the 82d, and after the first week, the 90th Division. On the right was the 125th (French) Division. The artillery rejoined the division at this time. The Moselle Valley ran through the Marbache Sector, which, after the first year of the war, was a rest sector for both French and German divisions. Here the division was during the St. Mihiel Offensive, Sept. 12-15, when it was the right pivot of the attack. Its mission was to exert pressure on and maintain contact with the enemy. In performance of this duty combat groups of the 327th Infantry and 328th Infantry were especially engaged, and met with strong enemy resistance. Under a change in the plans, 360th Infantry, 90th Division, on the left of the 82d, advanced west of the Moselle River, and this necessitated an advance by the 328th Infantry to maintain liaison and protect the right flank of the 90th Division. Thus the division was astride the Moselle, its front extending to about Eply on the east. The eastern edge of the divisional area was held by the 325th Infantry, which was engaged on the 12th and 13th.

On Sept. 13, the 2d Battalion, 328th Infantry, supported by the 321st Machine Gun Battalion, went "over the top" as a complete unit, the first battalion of the 82d to be so used, captured Norroy and advanced to the ridge north of that place. On the night of the 14th the 3d Battalion, 328th Infantry, relieved the 2d Battalion, and on the 15th seized high ground north of Vandières, suffering heavy losses from artillery fire at close range. The advance elements were withdrawn and were consolidated south of the village, resting on the river, to the east of which no advance had been planned.

The 327th was engaged in two minor operations, Sept. 12 and 13, one being a raid on Frehaut Wood.

The losses Sept. 11-20 inclusive were 43 officers, 907 men, including 4 officers, 74 men killed; prior to which in this sector there had been casualties to the number of 79, including 11 enlisted men killed in action or died of wounds.

On Sept. 21, the division was relieved by the 69th (French) Division, and became part of the Army reserve, in rear of the 1st Corps Area.

Sept. 26 the 1st Corps attacked with the 77th, 28th, and 35th Divisions in the line, from left to right in the order named. On the left of the 77th Division was the 38th (French) Division.

On the 29th, the 327th Infantry was ordered forward with utmost speed to report to the commanding general of the 28th Division. The regiment arrived at Varennes at 1 P.M., having been four hours en route. The following morning the relieving battalions were sent to hold Baulny Ridge, on which a remnant, without officers, of the gallant but unfortunate 35th Division still maintained their position. The advance of the 35th had failed at the Exermont Ravine, and the advance of the entire 1st Corps had been checked at the main German position, for the enemy brought forward their reserves and counter-attacked with great spirit and determination. The 35th Division was relieved by the 1st Division, Oct 1, and upon completion of the relief the 327th Infantry withdrew to Varennes, having suffered 119 casualties. On Oct. 4 the veteran 1st Division took up the attack.

The 307th Engineers had been employed on the Route Gardée, but on Sept. 30 D Company was temporarily attached to the 55th Brigade, 28th Division, and took part in resisting a German attack on a quarry north of Apremont.

The division passed into 1st Corps reserve Oct. 3, and was concentrated in the woods west of Varennes. On that day General Burnham was succeeded in command by General Duncan, who previously had commanded the 77th Division and prior to that the 1st Infantry Brigade in the 1st Division.

The 82d Division took over the right half of the 28th Division's sector from Fléville south, along the west bank of the Aire as far as La Forge. This brought the 82d north and east of the 28th Division's Sector. It became the task of the 82d to occupy the territory between the Aire River and the 1st Division's sector. The forward movement on the night of Oct. 6 was from Varennes, along a road already congested and in bad condition, upon which the 1st and 28th Divisions also relied for their supplies of every character, and subjected to harassing fire from German batteries.

The attack was made by the 164th Brigade, moving from La Forge Oct. 7, and the first objective was two hills on the left, or western bank of the Aire. Châtel Chéhéry, to the west of La Forge, had been occupied by infantry of the 28th Division that morning. On the night of Oct. 8 Cornay was occupied, but abandoned on the 9th.

On Oct. 10 the 325th, 326th, and 328th, attacking to the north, cleared the enemy from the eastern end of the Argonne Forest, and remained in possession of the territory south of St. Juvin and the Aire River.

It was on Oct. 8, while the 2d Battalion, 328th Infantry, was proceeding to effect its objective, the Deauville railway, that occurred the episode which made Corporal Alvin C. York of Tennessee famous. Col. Buxton relates the episode as follows:

"A handful of Americans led by Corporal Early, which had planned to encircle a hill whence came enemy fire, surprised a German battalion, of about 250 men, half of whom were gathered about their commander receiving instruction, the remainder machine gunners chiefly laying in fox holes 50 yards away on the hill slope. The German battalions were about to commence a counter-attack. Many surrendered but the gunners reversed their pieces and began firing on the small party of Americans. Corporal Early was killed and half the American party killed or wounded. York crouched close to the middle of the German prisoners, covered by the rifles of his men, and began a lone battle with the enemy who were handicapped by fear of hitting their own men. York was an expert marksman and his shooting was so accurate that he forced the enemy to take cover, then placed himself between two German officers, and with his seven Americans to guard the column, he marched the whole party back to the rear, picking up a few German stragglers for good measure on the way. When the prisoners were counted there were found to be 129 enlisted men and 3 officers, from the 43d Division. Probably 20 Germans fell in the attack on York and his squad. For this York received the Croix de Guerre and the Congressional Medal of Honor."

Of the 17 men in the detail of which York was a member, nine were killed or wounded. Of the six accompanying York at the end were two Massachusetts men, Patrick J. Donahue of Lawrence and Joseph Konotski of Holyoke, and these men were cited in G.O. No. 1, 164th Infantry Brigade, May 4, 1918.

The successful thrust by the 82d and 28th Divisions led to the Germans retiring from the Argonne on the west, where the 77th had been held up for four days, and aided in the relief of Whittlesey's¹ so-called "Lost Battalion," of the 77th, which had been surrounded by the Germans in the Charlevaux Ravine, and had maintained their position against heavy odds. On the 10th, the front of the 77th was well up to the line held by the 82d.

Instructions were received Oct. 8 for the 82d to take over the sector of the 28th before 4 A.M. of the 9th, supported by the artillery of the 28th which was to remain in place. This placed the 82d on the right of the 77th Division, with the 1st Division on the right of the 82d. Cornay was regained Oct. 10 by the 325th Infantry, and this, coupled with successes along the front of the division, brought to an end the German occupation of the Argonne Forest, and completed the first phase of the operations of the 82d Division. From the night of Oct. 9 to Oct. 13, the 325th Infantry was attached to the 164th Brigade to aid that brigade gain their objectives. During the same period the 328th Infantry was attached to the 163d Brigade, which attacked St. Juvin.

The lines of the division on the night of Oct. 10 extended from Sommerance on the east to west of Marcq, with the Aire River, which north of Cornay turns to the west, running through the sector.

The next advance was north. On Oct. 11, the 2d Battalion, 326th Infantry, attempted unsuccessfully to cross the river to take St. Juvin and met with severe losses. On the same day, east of the river, the 325th was successful in obtaining its objective after severe fighting and heavy losses.

With three regiments in the front line, on Oct. 14, the Kreimhilde-Stellung line of defense was breached. On the following day the enemy attacked with vigor, but was

¹ Major Charles W. Whittlesey, who received the Congressional Medal of Honor, was from Massachusetts. There were a number of Massachusetts men in his battalion.

driven back and gave ground. The 42d Division relieved the 1st Division the night of Oct. 11-12.

The 82d Division now held a salient extending from about 500 yards south of St. Georges, where it connected with the 42d Division, thence through the Kreimhelde-Stellung to Hill 182 exclusive. Enemy artillery and machine-gun fire was harassing from positions north of Grand Pré and from heights to the north and east of the division's front. Here the enemy showed no disposition to retire, and offered determined resistance until driven out by the attacks of Nov. 1.

On Oct. 16, the 77th Division was relieved by the 78th Division. For the next two days the mission of the 82d was to support and protect the right flank of the 78th. Until the 78th and 42d Divisions advanced the 82d Division necessarily remained immobile.

The following details from operations reports show the division's activities during that period.

- Oct. 15-16. During the afternoon the 326th Inf. was temporarily stopped in vicinity of 97.0-87.0 by machine gun fire which was silenced by our artillery. 326th renewed attack of 16:00 o'clock. 325th Inf. reported no change in their lines this morning. In accordance with F.O. No. 27 the Division attacked at 6:00 o'clock this A.M. jumping off on time. Further investigation developed the fact that the enemy counter-attack of yesterday morning was in great force with fresh troops and though repulsed by us, resulted in heavy losses to both sides. The enemy again counter-attacked the advanced positions of the 325th and 326th Inf. at 11 A.M. today and were again repulsed. Our troops now hold the southern slope of Ravine-aux-Pierres and have been ordered to dig in. Our line runs from 99.9-87.0 to 99.5-86.8 to 99.0-87.0, thence along southern slope of Ravine-aux-Pierres to Contour 180 on northeast slope of Côte 182.
- Oct. 16-17. Practically no infantry activity. Strengthening of lines. No change in order of battle. Our line now runs along St. Juvin-St. Georges road between meridians 97.0-00. Attempt to advance by the left Brig. held up by heavy machine gun fire from both flanks. A later attempt to occupy Hill E of Champigneulle was stopped by heavy machine gun and direct artillery fire. Artillery activity. Executed harassing fire over entire sector. 4100 gas shells in Bois de Loge and adjoining woods in sector.
- The enemy shelled Champigneulle with H. E. and shrapnel also St. Juvin and roads leading from St. Juvin. At 16:00 o'clock firing ceased considerable. During the night harassing fire over our areas. This morning heavy gun firing on our back areas reported to be of 380 or 400 mm. calibre.
- Oct. 17-18. Maintained contact with enemy. In accordance with F.O. No. 29, these Hdqrs. one Battalion, 325th Inf., relieved elements of 309th Inf. to our left. No operations of major importance.
- Oct. 18-19. Continued the mission as per F.O. No. 29 maintaining liaison with Divisions on right and left. No change in lines held by our troops.
- Oct. 19-20. No change in our lines. 325th, 326th sent out reconnoitering patrols to support advance of 78th Division.
- Oct. 20-21. In accordance with F.O. No. 30, these Hdqrs. detachments were pushed forward this morning. At 8:45 detachments from 325th, 326th Inf. were in Ravine-aux-Pierres. At 11:20 these detachments were reinforced and further progress was made. Later reported digging in along road on high ground N. of Ravine-aux-Pierres. The 164th Inf. Brig. at this time had a detachment of 40 men about 98.0-87.1 which was meeting strong resistance from machine gun fire. At 10:40 patrols occupied southern edge of woods at 98.8-87.1.

- Oct. 21-22. Digging in and organizing new position taken yesterday. During the afternoon the 328th Inf. established liaison with 326th Inf. on the left. Our line now runs from Cote 182 along high ground north of Ravine-aux-Pierres to 98.4-87.1 thence to St. Juvin-St. Georges road at 99.7-86.8 to 99.9-86.4 in liaison here with 42d Division.
- Oct. 22-23. No major operations.
- Oct. 23-30. Lines unchanged.

The following report from Gen. Duncan to the commanding general of the 1st Corps concerning the operations Oct. 15-20 is of particular interest.

Subject: Cooperation of the 82d with the 78th Division.

1. In compliance with telephonic directions this morning I have the honor to submit the following report in connection with the orders and movement of this Division with reference to the 78th Division.

2. *Mission* Field Orders No. 76, 1st Army Corps, Par. 3 (a) "The 82d Division will support and protect the right flank of the 78th Division."

Field orders No. 78, 1st Army Corps, Par. 3 (a) "There is no change in the mission of the 78th and 82d Divisions and the Corps Artillery."

3. My estimate of the situation was as follows:

Enemy Situation: The Bois des Loges was occupied by the enemy and strongly held with machine guns and artillery. Its flanks supported by both artillery and machine gun fire on the south from the heights north of Grand Pré, on the east from the heights north of Beffu-et-le-Northomme and the wooded heights at 97.5-98.0; also by artillery fire from the heights north of St. George.

Our Situation: This Division held a salient which extended from about 500 yards south of St. George where it connected with the 42d Division, thence through the *Kreinshilde-Stellung* to Côte 182, exclusive. On this front we were meeting stubborn resistance and repeated counter-attacks and also encountering severe fire from the positions mentioned above.

Solution: My solution of the problem was that the 82d Division should support and protect the right flank of the 78th Division by an advance along the heights east of the Argon River, conforming to the movements of the right flank of the 78th Division. Plans and orders to carry this out were prepared and issued. Copy of Field Order No. 27, Hq. 82d Division, Oct. 15, 1918, attached hereto.

4. On the night of Oct. 15-16, 1918, the relief of the 77th Division by the 78th Division was ordered by Field Orders No. 75, Hq. 1st Army Corps. There were personal conferences between myself and the Commanding General, 78th Division, communications to them through my Liaison Officer with the 78th Division, and through my Operation Staff and the Operation Staff of the 78th Division, with reference to the mission with which we were charged, their plan of action, and the means by which we could best fulfill our mission. There has been uninterrupted liaison between our left flank and the right flank of the 78th Division. The liaison officer from this Division has been constantly on duty with them and has kept me informed of all their plans and desires. I assured myself constantly that the combat liaison group on our left was always in contact with the right flank of the 78th Division.

5. I was so much concerned with the improbability of the 78th Division being able to make an attack at 6 o'clock that I sent an Aide for a personal conference with the Commanding General and to get a copy of his orders and his plan of execution. I called up the Chief of Staff, 1st Corps, personally, said that in my opinion that the order for the attack of that Division for 6:00 o'clock in the morning was impossible of execution, that his troops were still on the road at about midnight, blocking transport with gas shells which were supposed to be fired into the Bois des Loges, and that from the present situation it seemed most unlikely that the gas shelling could be executed preliminary to the attack, or that the 78th Division could get into position.

6. On Oct. 16 I received a telephone message to the effect that the 78th Division, during the late afternoon, had advanced between Champigneulle and the Bois des Loges, and had elements in the northern edge of the woods.

I immediately transmitted this information to the Brigade Commander of my left Brigade and directed him to investigate and conform. Personally it seemed to me impossible for this information to be correct as Champigneulle had been occupied by the Germans and a strong trench system existed on the south edge of that town. I had already arranged to sweep the eastern slope from the Bois des Loges to the Argon River with artillery and long-range machine-gun fire and upon receipt of this information I directed the Commanding General of the 163d Brigade (my left) to prepare to advance and seize the heights east of Champigneulle in the early morning.

In this connection I invite attention to copy of memorandum of conversation by Chief of Staff of this Division with G-3 of the 78th Division, hereto attached. Immediately upon receipt of this information, I personally called up the Commanding General, 78th Division, and informed him that I considered the position of his two Battalions east of the Bois des Loges as extremely hazardous and that he must expect a counter-attack in the morning, that I was in touch with his right flank which had not advanced but that I was prepared to use our artillery in case of a counter-attack which he could expect.

This advance by my left Brigade was made and met with very severe fire from front and both flanks when it arrived north of Côte 182. It was found that the 78th Division had fallen back from about 86.6. The Chief of Staff of this Division yesterday conducted an investigation and after a conference with the Commanding Officer of the troops that made this advance to the eastern edge of the Bois des Loges reports as follows: It appears that the relief of the 77th Division by the 78th Division on our extreme left was completed at 11 hours, Oct. 16, and that the 310th Infantry made an advance about 14 hours same day which evidently reached the southeastern corner of the Bois des Loges along the trail running east toward Champigneulle: that the 309th Infantry on the right of the 310th Infantry, which joined with the 82d Division, had made but very slight advance, that therefore these battalions were withdrawn to the ravine at 95.8-86.6 where they remained for the night in touch with the 309th Infantry at their right. On the following morning Oct. 17 the troops attacked in a westerly direction, taking the Ferme de Lonvet, made progress in the direction of the Ferme des Loges. Attention is therefore invited to the fact that the 309th Infantry on the right flank of the 78th Division were the troops which the 82d Division were ordered to support and protect. Liaison and contact with these troops have been maintained continuously.

8. In the evening of Oct. 17 I received orders from the 1st Corps to relieve the elements of the 78th Division which held St. Juvin and Côte 182 and extending the western boundary of the sector of the 82d Division to a north and south line which ran between Champigneulles and the Bois des Loges. This relief was effected as ordered (see F.O. 29, 82d Division, hereto attached). Upon receipt of the Corps order the attention of the Chief of Staff, 1st Corps, was called to the fact that the Argon River was reported as unfordable south of Champigneulle, that our observers reported the eastern edge of the Bois des Loges still occupied by the Germans and that in view of the extent and conditions on our front it would be impracticable to place troops on the slopes between the Bois des Loges and the Argon River, but that the mission for this Division could still be best performed by an advance along the heights east of the Argon River which would render untenable Champigneulle and the trenches south of that town. On the 15th instant a heavy concentration of Germans was observed just northwest of Champigneulle and the entire artillery brigade fired promptly on this target with very successful results. On this day there was no advance by the right flank of the 78th Division. On the night of Oct. 15, pursuant to instructions received from Headquarters, 1st Army Corps, the town of Champigneulle, the ridge just north and the trenches just south were subjected to a gas bombardment, over 5000 shells having been fired. Attention was called to the fact that this would prevent progress in the valley of the Argon River but I was informed that this had been considered at Corps Headquarters and that the gas bombardment would be delivered as directed.

9. On Oct. 19 telephonic orders were received from Corps Headquarters that no troops were to advance within 1500 meters of Champigneulle on account of the mustard gas bombardment. Our artillery and machine guns continued to fire on targets which presented themselves and our observers still reported the presence of Germans in the eastern edge of the woods and on the ground west of Champigneulle. In fact machine gun emplacements were being constructed by the Germans in the northeast corner of the woods and were successfully fired on by our artillery.

10. During the afternoon, Oct. 19, the following message was received and sent :

"From 163d Brigade, 14:30 o'clock: Message from C.O. 326th Inf. to C.O. 163d Brigade-Major Hawkins—

Just had a runner from 309th Infantry stating their location as about 100 yards inside the edge of the woods. They are reorganizing and feel competent to hold. Enemy near and fire from machine guns and snipers heavy. Think they can advance if properly reinforced. (Signed) McArthur."

"At 14:35 o'clock General Duncan to General Cronin, 163d Brigade — Directed General Cronin to advance his patrols around the edges of ravine toward Champigneulle with view to advancing our line to Hills above Champigneulle to support advance of the Division on our left, being careful to avoid the valley on account of gassing of Champigneulle this morning, which is reported by Air Service as now deserted."

I ordered Commanding General, 163d Brigade, to occupy the heights east of Champigneulle by a night operation. This movement was in progress when at 1 A.M., Oct. 20, I was informed by the Chief of Staff, 1st Army Corps, that the 78th Division had withdrawn from the southern edge of the Bois des Loges to the St. Juvin-Grand Pré Road. Upon receipt of this information I directed the Commanding General, 163d Brigade, to discontinue his forward movement and to hold the ground he had gained, maintaining contact and liaison with the right flank of the 78th Division.

On Oct. 23, the 78th took Grand Pré, and on the night of Oct. 30-31, the 82d Division was relieved by the 79th Division.

The losses of the 325th Infantry Oct. 8-31 were 11 officers, 227 men killed, 31 officers, 1115 men wounded. Col. W. M. Whitman commanded the regiment.

Between 5000 and 6000 replacements for the 82d Division arrived during the last week in October, and were held in camps about headquarters of the rear echelon at Clermont, but on the 29th some replacements arrived at Fléville, and were forwarded to organizations.

Casualties in the Meuse-Argonne suffered by the 82d Division were: officers, 215, men, 5794, of those 27 officers, 865 men were killed in action.

The division moved south into the Vaucouleurs Area, and Nov. 10, to the Bourmont Area, and thence on the 16th to a French Training Area for the winter, with division headquarters at Prauthon.

The artillery brigade remained with the 80th Division and advanced with them on Nov. 1. It rejoined the division in December. Their work evoked the following letter from the commanding general of the 80th Division:

To: Commanding General, 82d Division.

Subject: Commendation of Artillery Brigade.

1. I desire to convey to you recognition of the excellent service done by the 157th Field Artillery Brigade while serving with the Division east of the Argonne, Nov. 1-6, 1918.

2. The efficient coöperation with the infantry, extending to the close support by guns, batteries, and battalions pushed well to the front contributed the full artillery share to the successful operations of the Division and maintained the high standard of the 82d Division, and of the Field Artillery.

3. It is a pleasure to acknowledge this service.

S. D. Sturgis, Major General.

1st Ind.

Hq., 82d Division, American E. F., France, Dec. 21, 1918, to Commanding General, 157 F.A. Brig.

To note and return. The Division Commander notes with pride the excellent work of the Brigade.

By Command of Major General Duncan,

R. D. Boyd, Major A.G.D. Adjutant.

MASSACHUSETTS IN THE WORLD WAR

2d Ind.

Hq. 157th F.A. Brig., American E.F., France, Dec. 24, 1918, Organization Commanders.

1. In forwarding an official copy of the above letter to organization commanders the Brigade Commander wishes to add his appreciation of the splendid zeal and fighting spirit of the 157th throughout the Meuse-Argonne offensive. His pleasure and pride in the above commendation is increased by his knowledge that although the brigade had been in the line without an hour's relief since October 6, it found no difficulty in matching the energy and determination in advance of the fresh division it was called upon to support.

E. D'A. Pearce, Col. F.A.U.S.A.
Commanding.

SHORTAGES IN 82d DIVISION

Sources of information C in C. Statistical Report, General Staff, G.H.Q., A.E.F.

	QUOTA TABLES OF ORGAN- IZATION	SEPTEMBER				OCTOBER					NOVEMBER	
		4	11	18	25	2	9	16	23	30	6	13
In or out of line	—	—	in	in	in	in	in	in	in	in	in	—
Officers . . .	990	81	116	84	84	88	43	159	241	266	291	224
Men . . .	27,253	1458	1441	1233	1430	2192	2563	5942	6081	6719	7677	6253
Animals . . .	6,719	84	381	433	839	839	1093	1198	—	497 ¹	—	999 ¹
Automatic rifles .	768	(+ 24)	11	11	11	36	34	34	34	34	34	34
Machine guns .	224	0	(+ 20)	(+ 20)	(+ 20)	(+ 29)	(+ 26)	(+ 26)	(+ 26)	(+ 29)	9	9
58 mm. guns . .	12	1	1	1	1	1	0	1	1	0	0	0
3" Stokes mortars	24	0	0	0	0	24	0	0	0	0	0	0
75 mm. guns . .	48	0	0	0	0	0	0	0	0	0	0	0
155 mm. howitzers . . .	24	0	0	0	0	0	0	0	0	0	0	0

NOTE. — Replacements reported to November 13, 8402. Killed in action and died of wounds reported to Nov. 1, 523.

Division headquarters were opened at Castres near Bordeaux, March 2, 1919. The division sailed from Bordeaux beginning April 20, except the 326th Infantry, which was quarantined at Pauillac and did not sail until May.

This summary of the history of the 82d Division is based primarily on the "Official History of the 82d Division" prepared by Lt.-Col. G. Edward Buxton. Col. Buxton was detailed to that duty in the winter of 1918-19. He not only had all divisional records at his disposal, but with officers participating in the operations visited the areas occupied by the division.

The published history has been checked by copies of papers in the Historical Section of the Army War College at Washington, and advantage has been taken of the documents on file there.

The situation when the 82d Division was thrown in at the critical moment in the contest for the Argonne Forest is told by Col. Gordon Johnson, Chief of Staff of the division, in a critique printed in the appendix to Col. Buxton's history. Upon the success of the attack by the division depended the practicability of further advance of the 1st Division on the right and that of the 77th Division on the left.

The total casualties of the 82d Division were 7546: including 42 officers, 993 men killed in action or died of wounds.

¹ Authorized, 2909.

83D DIVISION

Of these there died while members of the division 200 Massachusetts men, divided among the various organizations as follows:

325th Inf. . . . 62	328th Inf. . . . 49	320th F.A. . . . 4
326th Inf. . . . 34	320th M.G. Bn. . . 4	307th Amm. Tr. . 2
327th Inf. . . . 35	321st M.G. Bn. . . 5	307th Engineers . 1
	319th F.A. . . . 4	

EIGHTY-THIRD DIVISION

The 83d Division was organized at Camp Sherman, Ohio, in September, 1917, from men of Ohio, West Virginia, and Western Pennsylvania. On arrival overseas June, 1918, the division was stationed in Le Mans Area, as a Depot Division, and its personnel forwarded to combat divisions as replacements except as noted below.

The 158th Field Artillery, 308th Engineers, and 308th Field Signal Battalion were parts of the Army of Occupation, having been detached on arrival in France and as Army Corps troops took part in the Aisne-Marne and Meuse Argonne Offensives. The Artillery was attached to the 32d Division from Oct. 29.

The 332d Infantry was selected to represent the American forces with the Italian Army and to help restore Italian morale. It entrained for Italy *via* Marseilles July 25, 1918. Battalions of the regiment daily visited different sections of the front to create the impression that a large body of American troops had arrived. The regiment was attached to the 31st Division, 14th (British) Army Corps, 10th Italian Army. From October 27-29 it assisted in establishing bridgeheads across the Piave River. From Oct. 30 to Nov. 4 it took part in the pursuit of the Austrians. On the latter date the regiment reached the Tagliamento River near Valvasone, crossed the river in the face of machine-gun fire from front and flank, and pushed forward ten miles to Vilaroba, where it was when the Armistice with Austria-Hungary became effective. The regiment remained in Italy until March 29, 1919, when it returned to the United States, sailing from Genoa.

The only Massachusetts man who died while a member of the division was attached to the 331st Infantry.

EIGHTY-FOURTH DIVISION

The 84th Division was organized in August, 1917, at Camp Taylor, Ky., from drafted men of Kentucky, Indiana, and southern Illinois. The division was depleted to fill up other organizations, but when it changed station to Camp Sherman, Ohio, in June, 1918, it was raised to authorized strength. The greater part of the recruits came from Ohio.

The division arrived in France in late September and October, 1918.

The Artillery Brigade was trained at Camp de Souge. The 309th Engineers were transferred to St. Nazaire for construction work. The remainder of the division was broken up to provide replacements for combat units at the front. The permanent cadre of the division returned to the United States in January, 1919.

Massachusetts men who died while members of this division numbered 2, as follows:

334th Inf., 1	326th M.G. Bn., 1
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EIGHTY-FIFTH DIVISION

The 85th Division was organized at Camp Custer, Mich., in September, 1917, from drafted men of Michigan and Wisconsin. It arrived in France in late July and early August, 1918.

The 339th Infantry, the 1st Battalion, 310th Engineers, the 337th Field Hospital, and the 337th Ambulance Company were attached from the division on arrival in England and were sent to North Russia as part of the allied force under British command which operated from Archangel as a base. The forward position occupied by the Allies extended for a distance of approximately 450 miles. This line was held by a series of occupied positions at vital points which were more or less fortified. The American troops occupied most of the front-line defenses and bore the brunt of the fighting. They were engaged in hard, active service extending beyond the Armistice.

The division, less artillery and the units detached in England, proceeded to Pouilly (near Nievre), where it became the Fourth Depot Division. The Artillery Brigade trained at Coëtquidan and then moved to Rimaucourt (Haute-Marne), where it was split up. The 328 Field Artillery was attached to the 92d Division, the 329th Field Artillery to the 4th Corps, and the 330th Field Artillery to the 2d Corps. The 310th Engineers less the 1st Battalion was detached and assigned to the 5th Corps in September, 1918. In November it was transferred to the 7th Corps, 3d Army. The 310th Field Signal Battalion was detached from the division in August and assigned to the 4th Corps. The Engineers and Signal Battalion served in the Army of Occupation. The 3d Battalion, 340th Infantry, was assigned to duty at a Tank School. Early in November what remained of the division was designated the 2d Army Regional Replacement Division and stationed near Toul. Division Headquarters sailed for the United States in March, 1919.

Massachusetts men who died while members of units forming this division numbered 6, as follows:

338th Inf., 1	340th Inf., 1	329th F.A., 1
339th Inf., 2	329th M.G. Bn., 1	

EIGHTY-SIXTH DIVISION

The 86th Division was organized in August, 1917, at Camp Grant, Ill., from drafted men of Illinois, Wisconsin, and Minnesota. It sailed for France during September and October, 1918.

On arrival in France it was stationed in the vicinity of Bordeaux. The infantry and machine gun organizations were depleted to supply replacements for combat units at the front. The permanent cadres of the organization returned to the United States in January, 1919.

The only Massachusetts man who died while a member of this division was in the 331st Field Artillery.

EIGHTY-SEVENTH DIVISION

The 87th Division was organized at Camp Pike, Ark. It was originally composed of men from Arkansas, Louisiana, and Mississippi. The infantry regiments were numbered 345 to 348 inclusive; the machine-gun battalions and artillery bore the numerals 334 to 336, and the other units the numeral 312. The division moved to France Aug. 23, and upon arrival was turned over to the Service of Supply, ordered to Pons, and broken up. Gen. Samuel D. Sturgis commanded the division.

The 312th Engineers was built upon the 13th Provisional Training regiment and the 6th Engineer training company organized at Fort Logan H. Roots and Fort Leavenworth respectively in May and June, 1917. Transfers from the original organization and drafts from other sections soon deprived the regiment of its former distinctive character as a southwestern regiment.

The division entrained for Camp Dix June 14, 1918, and at that camp the Engineer regiment received an increment of 550 men. Camp Dix received large numbers of men from Massachusetts and New York during the summer of 1918, which accounts for the number of Massachusetts men assigned to the division and especially to the 312th Engs.

On arrival in France the 312th Engs. proceeded to Pons and after three weeks' training proceeded, less the 2d battalion, to Camp Genicart, Department of the Gironde. The 2d battalion was ordered to La Pallice and Aigrefeuille, also in Base Section 1. The regiment was employed in construction work, and later in road construction, especially about Bordeaux, until the summer of 1919.

The number of Massachusetts men who died while serving in units of this division numbered 38, divided as follows:

345th Inf.,	1	335th M.G. Bn.,	1	336th F.A.,	2
347th Inf.,	3	334th F.A.,	1	312th Amn. Tr.,	3
348th Inf.,	12	335th F.A.,	3	312th Engs.,	12

EIGHTY-EIGHTH DIVISION

The 88th Division was organized at Camp Dodge, Ia., Aug. 25, 1917, from drafted men of North and South Dakota, Minnesota, Iowa, and Illinois, and brought to strength before sailing overseas by drafted men from Missouri and Nebraska. It arrived in France in August and September, 1918.

The division, less artillery, was sent to the 21st Training Area (Cote d'Or). The divisional artillery was sent to Clermont-Ferrand in the south of France for training and never rejoined the division.

The division moved to the Hericourt Training Area (Haute-Saone) Sept. 14 and was assigned to the 7th (French) Army, but for administrative purposes the division was attached to the 7th (American) Corps.

The division relieved the 38th (French) Division in the Center Sector (Haute-Alsace), east of Belfort, Oct. 12; and until the 31st was engaged in a minor way repelling and carrying on raids. On Nov. 2 it became part of the reserve, 2d American Army, and was to have been used in the attack planned for Nov. 14.

The division returned to the United States in May and June, 1919.

Maj. Gen. William Weigel commanded the division during its service in the American Expeditionary Forces.

Total battle casualties were 20 killed in action or died of wounds and 58 wounded, including 4 Massachusetts men, 2 each in the 350th Infantry and 339th Field Artillery.

EIGHTY-NINTH DIVISION

The 89th Division was organized in August, 1917, at Camp Funston, Kans. Its personnel comprised drafted men from Kansas, Missouri, Colorado, Nebraska, South Dakota, Arizona, and New Mexico. Major-General Leonard Wood trained the division and held command until it went overseas. It reached France during June and July, 1918.

The infantry regiments were numbered from 353 to 356, inclusive; the artillery and machine gun battalions, 340 to 342; the engineers and other units were numbered 314.

The division, less artillery, received its training in the 4th Training Area; the artillery brigade was trained at Camp de Souge near Bordeaux, and rejoined the division immediately after the St. Mihiel Offensive. When the division was relieved in the Envezin Sector in October, the artillery remained to support the 37th and 28th Divisions,

successively, until the Armistice. It rejoined the 89th Division on the march into Germany.

Having relieved the 82d Division in the quiet Lucey Sector, north of Toul, Aug. 4, it remained there until Aug. 20 attached to the 32d (French) Corps, 8th (French) Army, when it passed to the 4th Army Corps of the newly organized 1st American Army.

In the St. Mihiel battle the division was in line between the 2d and 42d Divisions, the latter on the left. On Sept. 30th and Oct. 4 respectively it extended its front to take over the sectors of the departing 42d and 78th Divisions, and on Oct. 8 was relieved and moved to the Meuse-Argonne. On Oct. 18 the division, now commanded by Gen. Wright, relieved the 32d Division in the Bois de Bantheville. Under the 5th Corps it participated in driving the Germans from their positions west of the Meuse, encountering stubborn resistance, and reaching the Meuse south of the bend of the river at Pouilly on Nov. 6. The river was crossed the night of the 10th and at the hour of the Armistice the division had established itself beyond the river.

During its operations the division took 5061 prisoners and suffered total casualties of 7091.

The division was assigned to the Army of Occupation and remained in Germany until its departure for Brest, France, in May, 1919, for return to the United States. The division was commanded by Maj. Gen. W. M. Wright from Sept. 6, 1918.

Massachusetts men who died while members of this division numbered 7, as follows :

353d Inf.,	1	342d F.A.,	1
356th Inf.,	3	314th Am. Tr.,	1
		314th Engrs.,	1

NINETIETH DIVISION

The 90th Division was organized in August, 1917, at Camp Travis, Tex. Its personnel was composed of drafted men from Texas and Oklahoma. The infantry regiments were numbered 357-360 inclusive. Artillery regiments and machine gun battalions 343-345. Engineers and other elements bore the number 315. It arrived overseas in June and July, 1918. The division, less artillery, received its training in the Department of Cote d'Or and the artillery brigade at Le Courneau. The artillery did not take part in any operations, but rejoined the division after the Armistice.

The division relieved the 1st Division in the line north of Toul (in the Sazerais Sector) in August, and later participated in the St. Mihiel Offensive, occupying the west bank of the Moselle. Next in line to the east was the 82d Division, which formed the extreme right of the 1st Corps. As the 90th Division advanced the 82d extended its front and took over the left bank of the river, meeting with stiff resistance. The opening of the Meuse-Argonne Offensive found the 90th Division on the east bank of the Moselle, just above Pont-à-Mousson. It participated in demonstrations conducted against the enemy simultaneously with the initial attack in the Meuse-Argonne Offensive. It remained in line in the Puvenelle Sector until Oct. 10. It was relieved by the 7th Division and proceeded to the Blercourt Area west of Verdun as reserve of the 1st Army. On Oct. 17 it passed through the reserve of the 3d Army Corps and five days later relieved the 5th Division in line near Romagne-sous-Montfaucon. It remained in the front line until the Armistice, having reached the Meuse and effected a crossing.

On Nov. 11 the division was advancing beyond Stenay.

During battle the division captured 1876 prisoners and lost 1496 killed or died of wounds, and a total of 7549 battle casualties.

The division became part of the Army of Occupation. Departure from St. Nazaire en route to the United States took place May, 1919.

Massachusetts men who died while members of this division numbered 4, as follows:

359th Inf., 2

Military Police, 1

Q. M. Det., 1

NINETY-FIRST DIVISION

The 91st Division was organized in August, 1917, at Camp Lewis, Wash., from drafted men from California, Washington, Oregon, Nevada, Utah, Idaho, Montana, Wyoming, and Alaska. The infantry regiments were numbered 361-364 inclusive, artillery regiments and machine gun battalions, 346-348, and other elements bore the number 316.

On arrival in France in July, 1918, the division, except the artillery which was sent to Camp de Souge for training and never participated in combat, proceeded to the 8th Training Area, Department of Haute-Marne.

During the St. Mihiel Offensive the division was part of the reserve of the 1st Army. In the Meuse-Argonne Offensive, as part of the 5th Corps, the division participated in the attacks of Sept. 26-28.

On Oct. 4 the division was relieved by the 32d Division, except for the 181st Brigade, which was left in line between the 1st Division, to which it was temporarily attached, and the 32d Division. The brigade participated in the attack of Oct. 9. It was relieved Oct. 11-12 and rejoined the division.

This division and the 37th were sent to Belgium to reinforce the 6th (French) Army operating under the command of the King of the Belgians, and thus participated in the Ypres-Lys Offensive the last days of the war. It relieved the 164th (French) Division in line Oct. 30 and attacked on the 31st and pushed the enemy back beyond the Scarpe River.

On Nov. 4 the division was relieved. Four days later it passed from the 7th (French) Corps to the 30th (French) Corps and entered the front line again on Nov. 10, preparatory to the resumption of the attack on the 11th to force a crossing of the Scheldt River.

The division took 2412 prisoners and had 6108 battle casualties, of whom 1454 were killed in action or died of wounds.

The division remained in Belgium until January, 1919, when it prepared to return to the United States. It sailed from St. Nazaire in April, 1919.

Massachusetts men who died while members of this division numbered 4, as follows:

361st Inf., 1

362d Inf., 1

316th Engrs., 2

NINETY-SECOND DIVISION

The 92d Division was organized in October, 1917. The enlisted personnel were colored men drafted for the National Army from all parts of the United States. It was assembled at Camp Upton, N. Y., in June, 1918. Its organization was as follows: 183d Infantry Brigade, 365th and 366th Infantry, 350th Machine Gun Battalion; 184th Infantry Brigade, 367th and 368th Infantry, 351st Machine Gun Battalion; 167th Field Artillery Brigade, 349th and 350th (light), 351st (heavy) Field Artillery, 317th Trench Mortar Battery, 349th Machine Gun Battalion; 317th Engineers; 325th Field Signal Battalion; and trains.

The first unit of the division arrived in France June 19, 1918; the last element July 18, 1918.

The division, less artillery, went to the 11th Training Area for instruction, while

the artillery received its training at La Courtine (Creuse). The division established headquarters at Bruyères in the Vosges, Aug. 11, and Aug. 24-31 relieved the 5th Division in the St. Dié Sector. It remained in line until Sept. 21, when it proceeded to the vicinity of Triaucourt (Meuse).

On Sept. 25 the division, less the 368th Infantry and the artillery brigade, constituted the reserve of the 1st Army Corps in the Meuse-Argonne Offensive, and was assembled northwest of Clermont. The 368th Infantry, operated under the direction of the 38th (French) Corps, was engaged on the morning of Sept. 26, on the extreme left of the American army, but was unable to hold the slight advance made. Better results were obtained during the next few days, but on the 30th it was necessary to relieve the regiment, which then rejoined the rest of the division. The division less the 183d Brigade was placed, Sept. 29, at the disposal of the 38th (French) Army Corps operating in the Argonne forest. Here it formed the reserve of the 1st (French) Dismounted Cavalry Division until Oct. 3, when the division was returned to the 1st American Army and was assigned to the 1st Corps reserves, but the following day was transferred to the 4th Corps and proceeded to the vicinity of Toul and relieved the 69th (French) Division in the Marbache Sector, Oct. 9. It passed from the 4th Corps to the 6th Corps on Oct. 25.

The division participated in the attack of the 2d American Army on Nov. 10-11, 1918, operating west of the Seille River along the heights on both banks of the Moselle River.

After the Armistice the division remained in the occupied area until the middle of December, when it proceeded to the Le Mans Embarkation Center. Division headquarters sailed from Brest on Feb. 7, 1919, and arrived at New York on Feb. 17.

During operations the division took 38 prisoners, and suffered 1647 casualties, of whom 120 were killed in action.

The division had three commanding generals, namely: Maj. Gen. Charles C. Ballou, Maj. Gen. Charles H. Martin, and Brig. Gen. J. B. Erwin.

The artillery brigade was commanded by Brig. Gen. John H. Sherburne, formerly colonel of the 101st Field Artillery, 26th Division, and under his command was brought to a good state of efficiency.

Massachusetts men who died while members of this division numbered 5, as follows:

367th Inf., 4

368th Inf., 1

49TH INFANTRY

This regiment, although overseas, never as an organization participated in battle. After arriving in France, its personnel, ten per cent of whom were from Massachusetts, was used for replacements. However, the regiment was reorganized and built up to strength in the A.E.F.

The 49th Infantry was organized June 1, 1917, from a draft out of the 23d Infantry in camp at Syracuse and recruited to strength. On Sept. 17, the regiment, under command of Col. John B. Bennett, moved to Camp Merritt, where it did camp duty (also at Camp Mills) and also guard duty at Hoboken.

In May 229 men, inducted into the service in New York City, were received as recruits, making about a thousand recruits received during May.

In June and July the regiment moved to Camp Upton, and on July 17 and July 26 embarked at Brooklyn and Hoboken, Col. Adolph H. Huquet in command.

Arrival was at Brest July 31 and Aug. 7. The roster of the regiment at time of sailing shows that at least 10 per cent of the organization had been recruited in Massachusetts, including men transferred from the 23d Infantry.

Upon arrival at Le Bazoge, 14 miles from Le Mans, the regiment was attached to the 2d Depot Division (formerly the 83d Division). The machine-gun company was sent to Mayet and was attached to the 322d Machine Gun Battalion (83d Div.), a training unit.

About the first of September a draft of two thousand men from the regiment was sent as replacements to the 5th Division, and sometime later the remaining personnel, except six hundred, was also used as replacements. This regiment now became a training cadre. The first battalion received the recruits sent from the states as replacements, who, at the end of a week, were transferred to the 2d Battalion. After a week's intensive instruction and a week on the rifle range, the recruits passed to the 3d Battalion. After a final week's training the recruit went to the front as a replacement. On Nov. 25, 1918, the strength of the 49th exceeded seven thousand men. Col. Guy G. Palmer, formerly commanding the 341st Infantry, took command of the 49th, and brought the regiment home.

On Dec. 16, 1918, an inspection report of the regiment contains the statement "considering the fact that the 49th Infantry was recently organized from casualties of varied degrees of discipline."

The regiment sailed from Brest Jan. 7 and 9, 1919, on the *Belgrie* and *Washington*, and on arrival at New York, Jan. 19 and 22, was sent to Fort Lear, where men were discharged to bring the regimental strength to 1800. The regiment was assembled at Fort Snelling in 1919 and became "inactive" late in 1921, its colors and records being given over to its active associate, the 30th Infantry. The personnel of the regiment was transferred to the 3d Infantry, also at Fort Snelling.

THE AMERICAN FIELD SERVICE¹

The American Ambulance Field Service, soon after known as the American Field Service, was conceived by Major, later Colonel, A. Piatt Andrew of Gloucester, organized by him, and by him directed during its three years of activity. Colonel Andrew served in France from December, 1914, until May, 1919. He received the Distinguished Service Medal.

Not only was the origin and direction of this organization due to Massachusetts people, but nearly 500 of the total 2400 men who at one time or another constituted its personnel were from Massachusetts, and of the \$5,000,000 raised in the United States for its support as large a proportion came from that state.

From the moment that the German armies swept into France in 1914, Americans began to establish hospitals and relief works, to lend or donate ambulances to French, Belgian, and British hospitals. These ambulances frequently were driven by American volunteers.

Colonel Andrew conceived the plan of mobilizing a group of such cars with volunteer drivers, and to obtain their incorporation into the French army.

Although appreciating the value of volunteer amateur service in the rear of the war zone, the French Army was doubtful of the qualifications of volunteers from neutral countries for work at the front.

¹This sketch is based upon the "History of the American Field Service," published in 1920, in three volumes, by Houghton Mifflin Company, Boston.

However, this volunteer service for the transportation of the wounded of the French armies at the front was eventually incorporated in the Automobile Service of the French Army. In April, 1915, an agreement was signed by A. Piatt Andrew, Inspector General of the American Ambulance Field Service, with the French General Headquarters, whereby the American Field Service was created and its relations to the French Army were set forth. By this agreement the sections of the American Field Service were to be constituted, in materiel, personnel, and administrative units, like the French sections. A French officer of the Automobile Service was to be commander of each formation and was to be assisted by a representative of the American Field Service who was to transmit orders to and insure discipline among the American drivers, who became subject to French military discipline. The period of enlistment in the service was fixed at six months with the privilege of renewal for at least three months.

No sooner was the agreement of April, 1915, signed than appeals were made to the American universities for recruits, and committees were organized in the various educational institutions and cities of the United States to raise funds for the purchase and maintenance of ambulances. The consequence was that by the end of 1915 the American Field Service had four complete sections, each composed of twenty ambulances, and each having a personnel of between twenty-five and thirty men, and by the time American troops reached France there were thirty-four sections, each section serving a French division at the front.

In 1915 the American ambulances were actively engaged in Flanders and in northern Lorraine; in 1916 during the struggle for Verdun, and in 1917 in the Champagne and along the front to Soissons. Moreover, in 1916 two sections, with double equipment, were sent to the Balkan front and worked that and the following year with French troops in Greece, Serbia, and Albania.

It was during 1917 that the Mallet Reserve was organized, composed of 14 camion sections, manned by 800 volunteers for the Field Service, and which was employed in the transport of ammunition and military supplies in connection with operations during the October battle of the Chemin des Dames. Ambassador Jusserand expressed the French gratitude in a message, saying, "Lives saved by thousands, suffering attenuated, amputations avoided, families spared their fathers for after the war: these form only a part of the French debt toward the American Field Service."

The French Army decorated the American Field Service sections nineteen times, and conferred either the Croix de Guerre, the Légion d'Honneur, or the Médaille Militaire upon 250 of their members.

By the time the United States entered the war the ambulance and transport branches of the American Field Service were thoroughly established. The ambulance branch with approximately 1000 ambulances and 1200 volunteers had established distinct headquarters and base camp in the outskirts of Paris, a construction and repair park and a supply depot at Billancourt, a training camp at May-en-Multien, and a home and hospital for men convalescing and on furlough near Chantilly. The transport branch, the Mallet Reserve, which included about 800 volunteers, had equal facilities for work, including two training camps, at Dommiers and Longport. In view of these facts and of the efficiency of the service, the United States government, on the appeal of Marshal Joffre, agreed to the adoption by the United States Army of both branches of the service, which were then to be loaned to France to continue their work with French organizations. Thus in the fall of 1917 thirty-three ambulance sections were incorporated in the United States Army Ambulance Service with the French Army, and the fourteen camion sections were militarized as the American Mission with the French Army Motor Trans-

port Corps. This arrangement, however, could not be made concerning the two sections on the Balkan front, and the personnel was withdrawn.

The Field Service officers were regularly commissioned in the United States army, and most of the personnel reënlisted, although many sought opportunities in other branches of the service.

During the war 127 men of the Field Service lost their lives, and several times that number were wounded. It is stated that approximately 800 former Field Service volunteers subsequently held commissions in the United States Army, Navy, or Marine Corps, and in addition 103 became officers or aspirants in the French artillery or aviation, and 22 in the British Army, principally in the Royal Flying Corps.

BASE HOSPITAL NO. 102

Base Hospital No. 102 was organized in New Orleans, the nucleus being a Red Cross Hospital Unit formed from personnel drawn largely from southern colleges.

This unit before leaving New Orleans received a large percentage of its personnel, including nurses, from Massachusetts. Lt.-Col. Ernest E. Hume was in command.

The Hospital was sent direct to Italy and served not only the 332d Regiment, 83d Division, which was sent to Italy in July, 1918, but the Italian Third Army, to which the American contingent was attached. The unit was located at Vicenza after Sept. 6, 1918, and served as a Hospital Centre.

In addition to Base Hospital No. 102, there were thirty sections Ambulance Service in Italy until August, 1918, when half were withdrawn for service in France. These sections were with the army on both fronts during the Austrian retreat.

Field Hospital No. 331 was attached to the 332d Infantry. During active participation of the infantry in the operations on the Austrian front this hospital was divided, one section accompanying the regiment as it advanced, the other acting as an evacuation hospital.

THE ENGINEER CORPS

When the United States entered the war there were in the Regular Army three engineer regiments and one company of mounted engineers. The 3d Regiment was stationed in our foreign possessions. About ten per cent of this total force of approximately 2500 engineer troops were officers.

On May 15, 1917, authority was granted to raise the Engineer enlisted force, Regular Army, to full legal strength of seven regiments and two mounted battalions. The 8th and 9th Engineer battalions raised later, as well as the mounted engineer battalions, were retained in Texas and on the Mexican Border.

In addition to these troops many regiments were raised during the war for special as well as general duties, and these regiments required men with technical or special training such as were found in the numerous industrial plants and in the technical schools. This led to Massachusetts being called upon to supply an unusual number of officers and men for these regiments.

The Engineer organizations other than Divisional Engineers serving in the A.E.F. in which Massachusetts men were casualties embraces the following :

11th and 14th Railway, 20th (including, after reorganization, the 10th, 41st, 42d, 43d Engineers, and the 523d, 531st, and 533d Service Battalions), 23d (road), 29th (surveying and printing), 30th (later the 1st Gas Regiment, q.v.), 34th, 35th (railway shop), 37th (electrical and mechanical), 38th, 40th (camouflage), 56th (searchlight), 57th, and

the 504th, 506th, 520th, 547th, 550th, 603d (see 56th Engineers; a battalion was engaged in the 1st Army area during the latter part of the Meuse-Argonne in road construction), and 701st battalions, and the 701st Stevedore Regiment.

At the time of the Armistice there were 10,886 officers and 284,983 enlisted men (of whom 232,935 were overseas) in this branch of the service.

At the close of the war the Engineer troops in the Expeditionary Forces were distributed approximately as follows:

With armies at the front	86,400
Transportation Corps	60,000
Construction	43,000
Forestry	18,500
Supplies	7,600
Training schools, etc.	18,500

In addition 34,000 civilians and 15,000 prisoners of war were employed in France by the Engineering Corps.

The earliest of these special organizations were the nine regiments of railway engineers, the 11th to 19th Engineers, originally designated as the 1st to 9th Reserve Engineers, Railway regiments.

The 14th Engineer Regiment (Colonel W. P. Wooten) was raised in New England and was organized as the 4th Reserve Engineers, headquarters being at Boston. This regiment was specifically designated for railway maintenance. The 11th was a New York regiment and like the 15th was first organized as a Pioneer regiment. This regiment contributed the first American battle casualties in the war, Sept. 5, 1917.¹ In the Cambrai offensive begun by the British Nov. 20, 1917, "American troops first participated in active fighting."

These regiments were among the first American troops to go overseas. After arrival in France their strength was increased one third, from 1066 to 1587 men. The first to arrive in Europe, July 26, 1917, was the 15th (headquarters originally at Pittsburg, Pa.). The 14th was the fourth to arrive, Aug. 18, 1917, the 12th and 13th arriving the same day. The last of this group were the 18th and 19th, which arrived Aug. 30, 1917. During the final weeks of the Argonne offensive six of these regiments served with the American armies. For the record of the 14th Engineers see under that head.

The 11th and 12th Engineers, like the 14th, were detailed to construction and operation of light and standard gauge railway, with the British Expeditionary Forces, and from August, 1917, to January, 1918, were in the vicinity of Peronne.

Companies B, F, and half of E, 11th Engineers, were working with the 4th Canadian Railway Battalion on Nov. 30, extending the railway to the captured German position at Marcoing. On that date, during the German counter offensive, detachments near Gouzeacourt were surprised and had difficulty in retiring, suffering a loss of 2 killed, 13 wounded, and 15 missing. Some of the men helped form a provisional force organized during the retreat, which held their position in a very gallant manner until overwhelmed.

From February to April, 1918, the regiment was engaged in construction work in the Service of Supplies, but was reattached to the B.E.F. (1st Army) from April 6 to May 10, serving as corps troops in the 17th British Corps. On April 12 a detachment engaged in trench and entanglement construction suffered two killed and sixteen wounded. From

¹ The First Aeronautic Detachment, U.S.N., sailed for France, in May, 1917, the first section arriving at Bordeaux, June 5. The second section landed at St. Nazaire June 7. One of the detachment was killed at Tours while flying. This casualty was accidental and occurred June 28, 1917. See also page 168, Base Hospital 5.

May 10 to June 13, the regiment was attached to the 1st British Corps, continuing field fortification work. On the latter date the regiment returned to the A.E.F.

The 12th Engineer regiment was also in the Cambrai offensive and was under arms Nov. 30. It also was with the British forces during the retreat before the German drive of March 21-25. The 12th was released from duty with the British on July 25, 1918.

The 26th Engineers provided the personnel and equipment for supplying water in large quantities to troops and animals in the field. It was the first water supply regiment ever organized for service with the United States Army, and its field service began about Feb. 1, 1918. The responsibility for water supply previous to that date had fallen upon the French Army water service.

The 17th and 18th Engineers were engaged in dock construction at St. Nazaire and Bordeaux. The 13th was attached to the French Army covering Verdun.

The 19th and 35th Regiments, the former expanded to fourteen companies (about 3600 men), were employed in repairing and erecting railway equipment. The companies of the 19th were distributed to various points where needed. The 35th was stationed at St. Nazaire. The 49th and 50th Engineer regiments were engaged in like duties.

A surveying and printing battalion was authorized Oct. 13, 1917, and was known as the 29th Engineers. The first units embarked Oct. 31, 1917, the last as late as October, 1918. The regiment, organized at Camp Devens, Washington Barracks, and Fort Myer, also received three companies organized from engineer replacements in the A.E.F. The regiment attained a strength of 2024 men.

Companies B, C, D, E, F, were assigned to corps and army for flash sounding and ranging. Companies A, G, and I were stationed at Langres, Company H at General Headquarters, and Company C was assigned to topographical work.

The regiment returned in July and August, 1919, and was immediately demobilized.

The work done by this organization was of a difficult and technical nature, in addition to the ordinary duties of a manufacturing printer and map maker. Certain of the companies were assigned to the particular duty for which raised.

One battalion assigned to topographical work operated the base printing plant. One battalion was assigned to each Army, and from these details were sent to Corps and Divisions.

The 33d Engineers, authorized Dec. 7, 1917, for general construction work, was organized at Camp Devens. This outfit sailed in May and June, 1918, and was employed in the Service of Supplies in railway and general construction. It returned in June and July, 1919.

The 40th Engineers were camoufleurs, and assisted by French employees operated the shop at Dijon. All manner of material was manufactured, treated, and converted to uses to which it might be put to deceive the eye of the enemy.

Protection from air attacks depended quite as fully upon adequate searchlight equipment as upon anti-aircraft artillery. The determination of the probable course of the enemy plane, etc., was also a feature of the work of a searchlight unit. The 56th Engineer regiment was raised for this purpose, and upon the arrival in France of the 1st Battalion, March, 1918, General Headquarters, A.E.F., attached to it the provisional battalion which had been in training, the nucleus of which was two platoons from the 1st Division Engineer train. The regiment was designated in August as a searchlight regiment. The same order attached to the regiment two companies each of the 603d, 604th, and 605th Engineers, the last of which arrived in September, as also did two other companies of the 56th. The regiment was divided between the 1st and 2d Armies.

From August 8 to Oct. 15, 1918, Company F of the 56th was attached to

General Headquarters. Companies B, E, and F, and detachments, were distributed to each British Army, and rendered conspicuous service. Two companies were attached to the French armies. Company C, with the 1st French Army, assisted in the anti-aircraft defense of Amiens June, 1918, and on June 8 moved to Beauvais. Accompanying the 1st French Army upon the inauguration of the offensive July 1, 1918, Company C introduced into the French Army the "line of searchlights" defense, continuing this line of work until relieved October 15 to join the 1st American Army. Company B was attached to the 3d French Army on July 4 and was assigned to help defend Creil, an important rail center under frequent night bombing attacks. On Sept. 1 this company was relieved to join the 1st American Army.

The 65th Engineer Regiment was transferred to the Tank Service (q.v.), but a battalion raised in France for railway operation was given this number.

Another battalion organized in France for sound and flank ranging received the designation of the 74th Engineers.

These engineer regiments and battalions were numbered to the 98th inclusive. Then followed the National Guard regiments, all in the one hundreds; then the organizations raised for the new regular army divisions, numbered in the two hundreds, and the National Army divisional regiments, numbered in the three hundreds.

The engineer regiments required for the new Regular Army divisions numbered higher than the 8th Division bore designations 209th to 220th inclusive, but none of these went overseas.

The 1st, 2d, and 4th Engineers were attached to Divisions bearing the same designation. The 6th Engineers (q.v.) belonged to the 3d Division, the 7th Engineers to the 5th Division, and the 5th Engineers served with the 7th Division. The 318th Engineers were assigned to the 6th, and the 319th Engineers to the 8th Division.

The seventeen National Guard divisional engineers and trains were numbered 101-117, and were assigned in order. The National Army divisions had assigned to them the newly raised National Army engineer regiments 301st-317th. All of the National Guard and National Army engineers went overseas. The engineer regiments of those divisions which were either broken up for replacements or used as depot divisions served as Corps or Army Engineers, with the exception of the 116th Engineers which remained as a training regiment through which replacements passed.

The 401st was a Pontoon Park. The various Depot detachments all received numbers in the four hundreds. There were fifty-five of these Depot detachments, of which the 405th was organized at Camp Devens, having been authorized Sept. 20, 1917. Many of these were transferred to the Q.M.C.

The 419th, 446th, and 447th Depot Detachments were also organized at Camp Devens and sailed overseas in January, 1918. The 446th was transferred in November, 1918, to the Transportation Corps, A.E.F.

Also numbered in this four hundred series were the truck companies, Engineer Corps, limousine, all-weather, touring car, motorcycle companies, etc.

The service battalions, Engineer Corps, were numbered in the five hundreds, the lowest number being the 501st and the highest the 567th.

All numbered higher than 504 were colored troops.

The 504th Engineer Service Battalion was organized at Camp Merritt, N. J. Fifteen officers of the Engineer Reserve Corps stationed at Camp Devens and temporarily attached to the 25th Engineers, with fifty-eight enlisted men, proceeded Oct. 4, 1917, from Camp Devens to Merritt to organize the battalion, to consist of seventeen officers and 1022 enlisted men, including the medical detachment. During the next ten days 857 men

had been transferred to the battalion from Camp Devens, the majority from the Depot Brigade.

The Battalion embarked Nov. 25, 1917, at Hoboken in the *Arolus* and *Tenadores*, and landed at St. Nazaire Dec. 13, whence Companies B and C proceeded to Gièvres and reported to the Commanding Officer, 15th Engineers, and Companies A and D to Is-sur-Tille and reported to the Commanding Officer, 16th Engineers. Company B moved from Gièvres to Is-sur-Tille Feb. 4, 1918, and on Aug. 28 moved to the Air Field, St. Blin, Haute-Marne. The remaining companies remained at the stations to which assigned. All were engaged in depot and railway construction.

The 519th Service Battalion, 1006 men, was organized at Camp Devens chiefly from men from Florida and other southern states, having been authorized Aug. 15, 1917. This battalion sailed overseas July 15, 1918, and was assigned to forestry work (see 20th Engineers). All sergeants and officers were white, the latter mostly assigned from the 3d Engineers, O.T.C., Camp Lee, May 1, 1918. The 520th was also organized at Camp Devens, authorized March 21, 1918, and formed April 20, by transfer of 896 colored men from the 151st Depot Brigade, and sailed in August, 1918. This battalion was assigned to dock and general construction in the S.O.S., and returned in June, 1919.

The corps regiments, Engineer Corps, authorized in February, 1918, were numbered 601st-605th, inclusive. The 602d, 1613 men, was organized at Camp Devens and sailed overseas July 10, 1918, returned June 27, 1919, and was demobilized in July. From Sept. 16, 1918, to Nov. 11, 1918, this regiment was attached to the 5th Army Corps and after that date was part of the 7th Corps troops.

There were two stevedore regiments, Engineer Corps, which were taken over from the Q.M.C., the 701st and 702d, both colored troops, and also the 801st and 815th Stevedore Battalions which were formed from the 301st, 302d, and 303d Stevedore Regiments, Q.M.C. These were in the A.E.F., where also there were organized a number of companies, Transportation Corps, authorized late in the war, mostly after cessation of hostilities, bearing numbers in the 800 series.

The 304th Regiment, Q.M.C. (Stevedore troops), at Camp Alexander, Va., became on Oct. 1, 1918, the 304th Stevedore Training and Replacement Company, and was so used in this country.

The Cement Mill Companies, numbering 1-8 inclusive, were organized in the A.E.F., as were also various companies, Transportation Corps, bearing the numbers 16, 17, 18, 21, 22, 128, 129, 130, 131, 132, 133, and 151 to 169, inclusive.

There were ten (1-10 inclusive) Training and Replacement Regiments stationed at Camp Humphreys and Washington Barracks. At the time of the Armistice there were about 15,000 unassigned engineer replacements, a third of whom were already overseas.

Headquarters of the Chief Engineer, A.E.F., were at Toul. Brigadier General Harry Taylor, Chief Engineer, was succeeded by Major General William C. Langfitt.

The Army Engineer School was at Langres, and there were engineer sections in the 1st Corps School (Gondécourt), 2d Corps School (Châtillon-sur-Seine), 3d Corps School (Clamecy), and an Engineer section in the Army Candidate School.

The Engineer Replacement and Training Depot was located at Angers. The 116th Engineers, 41st Division, arrived at St. Nazaire Dec. 8, 1917, and two days later was designated as a training and replacement regiment. It took its station at Angers Feb. 5, 1918.

From its inception until Jan. 1, 1919, the Engineer Depot forwarded more than 1350 officers and 29,000 men.

Massachusetts men who died while serving with Engineer organizations other than divisional or corps troops, numbered 53.

ENGINEER ORGANIZATION:

DIVISIONAL, CORPS AND ARMY ENGINEER REGIMENTS

Forestry Regiments, 10th to 20th Engineers

3 Auxiliary Forestry Battalions	1 Water Supply Regiment
2 Railway Construction Regiments	1 Mining Regiment
2 Railway Operating Regiments	1 Quarry Regiment
2 Railway Transportation Battalions	1 Electrical and Mechanical Regiment (37th Engs.)
14 Railway Operation Battalions	1 Crane operating Battalion
1 Railway Shop Regiment	1 Surveying and Printing Battalion (29th Engs.)
5 Railway Maintenance of Way Battalions	46 Service Battalions
5 Railway Maintenance of Equipment Battalions	18 Motor Transport Companies
1 Railway Trades and Storekeepers Battalion	5 Pontoon Trains
1 Light Railway Construction Regiment	1 Army Pontoon Park
1 Light Railway Operating and Shop Regiment	1 Inland Waterway Battalion (4 companies)
1 Railway Transportation Corps	1 Searchlight Regiment
2 Supply and Shop Regiments	1 Gas and Flame Regiment
1 Highway Regiment	(See also Tank Service. The 65th Engineers organized January, 1918, but in March transferred to separate Tank Service.)
1 Camouflage Regiment (2 companies only organized)	
2 General Construction Regiments	

Also for Home Service

1 Military Mapping Service	44 Engineer Depot Detachments
1 Gas Defense Service	10 Engineer Training and Replacement Regiments

20th ENGINEERS (FORESTRY)

Upon the organization of the Forestry Service, U.S.A., the organizations named below were combined with the 20th Engineers, Oct. 18, 1918, which was originally designed to consist of six battalions, but at the time of the Armistice consisted of 49 companies organized in 14 battalions, 16,000 officers and men. One battalion was authorized to be raised in the Northeastern Department. The officers were drawn from the existing Forestry Service and Engineers Officers Reserve Corps. After October, 1918, several of the companies were composed of colored men.

The nucleus of the regiment consisted of men transferred from the 10th Engineers. The 1st and 2d Battalions sailed Nov. 11, 1917; the 5th and 6th late in January, 1918; others in February and March, and the 10th, May 8. One of the battalions was on the ill-fated *Tuscania*, torpedoed off the north coast of Ireland, Feb. 5, 1918, when 92 of her company lost their lives.

The 10th Engineers was authorized in May, 1917, and arrived in France Oct. 2. This regiment was followed by the 20th, 41st, 42d, 43d, and 80th Engineers, and by the 503d, 507th, 517th, 519th, 523d, 541st, 533d Service Battalions, Engineers. The 519th was organized at Camp Devens.

The 31st Company of the regiment was organized in England and was composed of men of the New England Saw Mill Units, raised in Massachusetts and northern New

England States, whose term of service had expired. Of the 348 men in those units 87 enlisted in Scotland or London in the 31st Company.

Four men selected from the Units were commissioned as officers and sent to the Winchester camp to train the company. These were Captain Edward Ireland, 1st Lt. R. L. Melcher, Jr., 2d Lt. E. S. Boardman, and 2d Lt. B. C. Steele. On Aug. 23, 1918, the company proceeded to France, landing at Cherbourg, thence to La Celle-Brière and engaged in a forestry project until Sept. 13. On that date the company proceeded to Coulenore to commence an operation in the Forêt Tromais with a ten thousand feet capacity mill, and erected their mill, stable, garage, mess hall, infirmary, storehouse, and other necessary buildings, but lived under canvas. On Sept. 30, thirty-five recruits were received from the Engineer Depot at Angers. The camp was in an isolated district, seven kilometers from Lurcy-Levy. Excellent relations existed between the men and the inhabitants, and the conduct of the men was exceptional. From Oct. 15 to Jan. 30, 1919, another company of about two hundred men, with two officers, arrived.

Six Massachusetts men died while members of the 20th Engineers.

519TH SERVICE BATTALION, ENGINEERS

Organized at Camp Devens, April 18, 1918. Two days later, 896 enlisted men were transferred from the 151st Depot Brigade to this organization. These were colored men sent to Camp Devens by draft boards in the southern states, chiefly Florida, and the officers temporarily assigned to duty were from the 151st Depot Brigade and 76th Division. Non-commissioned officers were white, but later the white corporals were withdrawn. Permanent officer personnel was assigned May 1, all being graduates of the 3d Engineer Reserve Officers Training Camp, Camp Lee.

The battalion entrained July 13, 1918, for Hoboken and sailed July 15, on the *North Pacific* arriving at Brest July 22. One Massachusetts man died while serving with this battalion.

Company B of this battalion, Oct. 18, became 14th Engineer Service Company (Forestry) attached to the 20th Engineers, and while in France was located in the Vosges, operating a mill, etc., until January, 1919.

23D ENGINEERS (HIGHWAY)

The 23d Regiment of Engineers was organized by special order of the War Department.

Men of engineering skill were demanded as the regiment was to take over the construction, reconstruction, repair, and maintenance of highways. Advertisements were inserted in technical journals of the United States and the technical organizations throughout the country were asked to contribute toward the successful organization of this regiment. These efforts attracted able men from every state in the Union, men of high caliber who more or less had been connected with highway construction.

The regiment was organized and recruited to strength at Camp Meade, Md., during the fall of 1917. During the latter part of December, 1917, the regiment was moved to Laurel, Md., where it occupied buildings on the Laurel State Fair grounds.

The first detail to leave the regiment to go overseas left Laurel Jan. 17, 1918, for Hoboken. The regiment sailed Jan. 24, on the U.S.S. *Huron*, and debarked at Brest, proceeding the following day to St. Nazaire, where it arrived Feb. 8 and established quarters at Base Camp No. 1. Working details were sent to Montoir and vicinity.

The regiment was transferred to Toul, arriving there Feb. 23, and was quartered throughout the area. Working parties were detailed to the different stone quarries and to work on the roads. While in this area the regiment began the operation March 25, 1918, in Royaumeix quarry, of the first mechanically operated quarry in the A.E.F. Until about April 1, the 23d Engineers were attached to the 1st Division, but on the relief of this division by the 26th Division, the engineers were attached to the latter organization.

The regiment remained in this area until July 23, when it entrained for the Château-Thierry sector, and attached to the 1st Army Corps. It remained in this sector until Sept. 11, when a move was made to Souilly. During the first phase of the Meuse-Argonne offensive the regiment was kept busy in the area about Varennes, repairing, maintaining, and building roads, often under heavy artillery and machine-gun fire. Later, by gradual moves, the regiment went into the area about Grand Pré and St. Juvin. Shortly after the Armistice the regiment was quartered in the vicinity of Verdun and was engaged in road building and repair work.

By the middle of December the regiment was attached to the 2d Army and was located in the vicinity of Nancy.

During the first three months of 1919, construction and repair work of all kinds was undertaken by the regiment. The repair and maintenance of roads became a minor detail, the personnel being chiefly used in construction and repair of buildings and barracks, salvaging and repair of railroad rolling stock, repair of electric plants, etc.

Early in April a move was made to the Le Mans area, where road work was carried on until May 20. On that date the regiment embarked on the *Winifredian* for the United States. Four Massachusetts men died while members of this regiment.

FIRST GAS REGIMENT

The only regiment raised for the Gas and Flame Service was the First Gas Regiment, originally authorized by order of the War Department Aug. 15, 1917, and known until Aug. 9, 1918, as the 30th Engineers.

Captain Earl J. Atkinson, Corps of Engineers, was assigned to raise and train the regiment, and later as major (Sept. 25, 1917) and colonel, he commanded the outfit until relieved for other duties in the A.E.F., just as the regiment was embarking for home.

Casual Company No. 2, 20th Engineers, then at Camp American University, was selected as the nucleus of the regiment.

Publicity brought immediate enlistments. Recruits necessarily were men of special attainments and keen intelligence. The first enlistments for the 30th were received in October, and these with the 2d Casual Company, 20th Engineers, officially transferred Nov. 3, were organized into battalion headquarters and two companies, with authorized strength of 250 men each. One hundred and twenty men were received from Fort Slocum on Nov. 20, and regimental headquarters were established on Nov. 28.

The first battalion left camp Dec. 25, 1917, and embarked at Hoboken the following day on the *President Grant*, reaching Brest Jan. 10, 1918, but the troops could not be landed until the 18th. They proceeded at once to Helfaut near St. Omar in the British Area, arriving Jan. 20.

The 2d Battalion was formed from the 1st Casual Company and built up chiefly in December. Battalion headquarters were organized Dec. 28. The battalion left for Hoboken Feb. 25 and embarked the following day, Colonel Atkinson in command, on U.S. Transport *Agamemnon*. The battalion arrived at Brest March 10 and immediately proceeded to Humes near Langres (Haute-Marne).

The training of the 1st Battalion with the British at Helfaut proceeded rapidly. By March, 1918, each platoon had been assigned to a Special Company, Royal Engineers, and distributed along the British front from Ypres to Lens, a distance of about thirty miles, and between March 10 and April 4, participated in gas attacks. The first casualties in battle occurred March 21, when two men of Company B were killed and two wounded. The battalion was later concentrated between La Basse Canal and Hill 70, and on April 8 and 9 suffered many casualties, while taking part in the British defense during the German advance.

Commendation and general acknowledgment of the work done while in this sector was received from the British commanders.

On April 22 the battalion was withdrawn from the British front and proceeded to La Ville aux Bois east of and near General Headquarters at Chaumont, where an area had been set apart for a Gas Service Experimental School. Hither the 2d Battalion moved the last of the month, and training was renewed under British instructors.

Gas warfare on stationary fronts was well developed by the British, was much neglected by the French, and was wholly unknown to the American Army. Hence every step in its practice had to be learned and practiced.

The first replacement company (known as Company Q) was organized April 25, the personnel being drawn from the Engineer Replacement Camp at Angers.

The 1st Battalion proceeded to the Toul Sector May 22. The 2d Battalion became known as the Provisional Battalion. The last of June the force was reorganized. The 1st Battalion (Major Watson) comprising Companies B and D was stationed behind Château-Thierry, the Provisional Battalion (Major Crawford) comprising Companies A and C at Langy, with the 32d French Corps, to which the 26th American Division was then attached. This battalion made the first projector attack the night of June 18 and 19. Company A, in the sector occupied by the 26th Division, operated on targets in and near the Bois de Mort Mare, and Company B, operating with the 65th French Division, against German camps in the Forêt des Venchères.

On July 3, Company B of the 1st Battalion was at Montmenard and Company D of that battalion near Rougeville, nine miles behind the lines, then held by the 2d American Division, later by the 26th Division. No opportunity for their special service was afforded the battalion, but between July 21 and 26 it was required to help keep open the lines of communication to Torcy, doing road repair work and other duties usually falling to engineer and pioneer outfits.

Company D was utilized on July 30 in a proposed Stokes mortar attack near Villers-sur-Fère, between the 83d and the 84th Brigades of the 42d Division, and carried forward the materials for the attack under conditions which brought great praise. After the relief of the 42d by the 2d Division the battalion was utilized to lay down a smoke screen Aug. 1 and 2, and on the retreat of the Germans on the 3d the battalion accompanied the advance. On Aug. 5, 11 men of the battalion occupied St. Thibaut after it had been abandoned by American infantry, and held the place until the noon of the 6th.

This incident was but one of many subsequent ones when men of the gas companies advancing with the front wave, or immediately thereafter, not having the opportunity or facilities to use their special equipment, participated with the infantry in taking machine-gun positions and assisting the infantry. Just prior to Aug. 9, Company D was with the 4th Division. Company B at that time was unattached, but on the 9th was assigned to the 3d Corps. Company D was retained with the 1st Corps.

Company A having joined Company C at Lagney in July, was moved early that month to Clefey in the Anould sector in the Vosges, and on the 18th executed a daylight

gas attack, which was followed by two projector attacks. On Aug. 30 the company returned to Lagny, where Company C had remained and had been joined by a detachment from Company Q, and earlier in the month had conducted a minor "show" near Lunéville. Company C during this period was attached to the 37th American Division (6th French Corps).

After assignment to the 3d Corps, Company B worked with the 28th and 77th Divisions, carrying out five operations between Aug. 20 and Sept. 3 at St. Thibaut and Magneux against enemy in the opposite villages of Bazoches and Courlandon. After the withdrawal of the enemy from the Vesle Sector, Company B was moved to Ville-sur-Cousances and remained there for two months.

In the meantime Company D was ordered to the St. Mihiel Sector and on Aug. 28 was at Rambluzin, south of Verdun.

After the departure overseas of Companies C and D two other companies had been formed, Companies E and F. The former was organized at Fort Meyer, Jan. 18, all volunteers, as were the men in the earlier companies, and Company F was organized on March 9, and included selected men from the draft. Both these companies arrived at Ville-aux-Bois July 18, having sailed on the *President Grant* and arrived at Brest July 12.

This increment brought the strength of the regiment to 1932 officers and men. The authorized strength of the regiment was 5000 men. A second gas regiment was authorized but never raised. During September, after the St. Mihiel Offensive, and in October, two drafts of officers, one of 12 and one of 10, were returned to the United States for the purpose of training men assigned to the companies of the regiment yet to be raised, but the 1st Gas Regiment in the A.E.F. never received other companies than the six companies already mentioned.

The 30th Engineer Regiment (Gas and Flame) was officially transferred to the Chemical Warfare Service (Brigadier General Amos A. Fries, Chief) on Aug. 9, 1918, to be thereafter known as the 1st Gas Regiment.

By the end of August, 1918, Companies A, C, E, and F were stationed in the vicinity of Toul, and were organized as the 1st Battalion. Company D was transferred to the 2d Battalion — the style of Provisional Battalion being temporarily dropped — with one platoon from each of Companies E and F. The entire regiment, less Company B, was assigned to the First American Army and participated in the St. Mihiel Offensive. Company B was still with the 3d Corps.

Company C was assigned to the sector on the extreme right, held by the 82d and 90th Divisions, and Company E, less one platoon, to that held by the 5th and 2d Divisions, both in the 1st Corps Area.

Company A was assigned to the 89th Division, and Company F, less one platoon, to the 1st and 42d Divisions, both in the Fourth Corps Area. Company D (the 2d platoon operated with the 101st Infantry) and a platoon each from companies E and F were assigned to the 5th Corps, operating with the 26th Division and French 5th Colonial Division, on the western side of the salient, and here participated in overcoming the greatest resistance offered by the enemy in the whole battle. Two officers died of wounds and sixteen men were wounded in this offensive.

The entire regiment was assembled for the Meuse-Argonne Offensive. Regimental headquarters were established at Lemmes, near army headquarters at Souilly, and the regiment was reorganized as three battalions.

1st Battalion, Companies C and E, assigned to the 1st Corps.

2d Battalion, Companies B and D, assigned to the 5th Corps.

3d Battalion, (Provisional) Companies A and F, assigned to the 3d Corps.

The initial line-up on Sept. 26 found the platoons distributed as follows :

2 platoons of E attached to 77th Division
 2 platoons of E attached to 28th Division
 All of C Company attached to 85th Division
 3 platoons of B attached to 91st Division
 1 platoon of B } attached to 37th Division
 1 platoon of D }
 3 platoons attached to 79 Division
 All of Company F attached to 80th Division
 All of Company A attached to 33d Division

These assignments remained to those divisions which came in as reliefs to the divisions originally in line.

The function of the gas troops was to advance with the infantry, keep in touch with the leaders, and, whenever called upon, to fire smoke, thermite, or gas. Through the dislike of the American infantry officers in command to the use of gas, only one gas attack was permitted. After the value of the smoke screens and thermite attacks on machine-gun nests had been demonstrated the help of the gas detachments was frequently demanded and fully appreciated.

This phase of offensive warfare, however, was new to our forces, and was not as generally or as frequently made use of as the occasion demanded or gave opportunity.

During the first phase of the Meuse-Argonne it frequently happened that having exhausted their ammunition, the gas troops joined with the infantry in the advance. The losses during this phase were 4 killed and 124 wounded and gassed, including many officers.

On Sept. 26 and 27, the 2d platoon (assisting the 313th Infantry) and 4th platoon (with the 145th Infantry) participated in the attack on Montfaucon and to the west of that position. Part of Company E was with the 306th Infantry; Company C operated against Charpentry; Company B was with the 147th and 148th Infantry.

The second phase of the Meuse-Argonne Offensive extended from Oct. 4 to 31, but after Oct. 10 the gas detachments, except from the 3d Battalion, were not called upon for any operations. The 3d Battalion was actively employed. Company F was with the 4th Division in its attacks on the Bois de Briuelles Oct. 9, but on the 12th was transferred to the 17th French Corps and moved to Verdun, where it was attached to the 10th French Colonial Division and later to the 26th American Division. The last of October this company was transferred to a new sector, south of Romagne, to prepare for the third phase of the offensive.

Company A was with the 80th Division north of Nantillois Oct. 6 to 8, and on the 12th, when the 5th Division came into line, assisted the 60th Infantry near Cunel. On the 14th the Company was assigned to the 3d Division, and on Oct. 25 moved to Verdun.

During this period the regiment, besides having two hundred men sick, lost an officer and an enlisted man killed in action, 3 officers and 2 men died of wounds, and 78 enlisted men wounded, 3 severely.

The third phase of the offensive, Nov. 1 to 11, brought the most severe losses during the brief period the regiment was engaged, 10 killed and 35 wounded, one mortally.

Company E was assigned Nov. 1 to the 80th Division, east of St. Juvin, and suffered severe casualties. Company D operated with the 2d Division in the eastern end of the same sector. Company F was with the 90th Division in the Bois de Bantheville. Companies C and B were in the same region, and it was here that Private James T. Slamon of Massachusetts lost his life. Company B was with the 89th Division, C with the 5th

Division. Company A on Nov. 9 reported to the 26th Division. On Nov. 10, five companies were represented on the battle front, and in the last 24 hours prepared fully for six operations and executed three. Company B was at Pouilly on the Meuse.

The Armistice found the regiment strengthened by four of the British Special Companies, R.E.,¹ which had reported on Nov. 7 but not in time to participate in any operation, although during the attack by the battalion assisting the 26th Division the commanding officer was Lieutenant Colonel Bunker, R.E. This accretion to the regiment had resulted in another reorganization of battalions. Company E and British J Company formed the 1st Battalion, the 2d Battalion remained as before, Companies C and F comprised the 1st Provisional Battalion; Company A with British companies P, D, and Z comprised the 2d Provisional Battalion, which was quartered at Verdun. On the 13th the regiment, the British Special Companies having been withdrawn, was reorganized as two battalions, and the entire regiment assembled at Verdun.

Companies A and B, forming the 1st Battalion, were ordered to accompany the Army of Occupation, and on Nov. 16 left to join the 3d Army, only to be recalled two days later. The 1st Battalion then received Company C.

The regiment sailed on H.M.S. *Celtic* from Brest Jan. 24, 1919, and landed in New York Feb. 3, proceeding to Camp Kendrick (Chemical Warfare Service training camp) at Lakehurst, N. J. Demobilization was completed by March 1, 1919.

The companies trained in the United States which did not go overseas were organized at Camp Sheridan, Chillicothe, Ohio, that camp having been selected Oct. 6. On Oct. 24, 1584 men were received from the Depot Brigade, and organized into six skeleton companies, given intensive training, and were ready for departure the day of the Armistice. These companies were disbanded and the men discharged between Dec. 15 and 17, 1918.

The work of the overseas battalions, in June with two companies, July and August with four companies, and during the remainder of the war with six companies, comprised a total of 133 actions, as follows:

9 operations on stabilized fronts.

10 operations on Château-Thierry offensive.

30 operations on St. Mihiel offensive.

84 operations on Meuse-Argonne offensive.

The total fatal casualties were: 8 officers and 31 men, including 2 officers and 23 men killed in action and 8 men died of wounds. Four Massachusetts men died while serving with this regiment.

See "The Story of the First Gas Regiment," by James T. Addison, Regimental Chaplain, Boston and New York, 1919.

MOTOR TRANSPORT CORPS

The Motor Transport Corps was organized "for the existing emergency" Aug. 15, 1918. Prior to that date there had been created a "Motor Transport Service" in the Quartermaster Department (set up April 18, 1918), under the immediate charge of an assistant to the Quartermaster General, and yet earlier there had been organized in the Quartermaster Corps a "Motor Transport Division." The officer in charge of the Motor Transport Service was designated as "Chief" of that service. The personnel was taken from sections in the Signal Corps, Engineering Corps, Ordnance Department, Medical Corps, and the above-mentioned division in the Quartermaster Corps. Supervision was given over "all motor-propelled vehicles except tanks, caterpillars and other artillery tractors." Upon organization of the service as a separate corps

¹ Nine British Special Companies, Royal Engineers, were transferred to the American command.

these duties continued, but included the "consolidation of all motor transport activities and operating matters, previously distributed among various branches and departments, of which the Quartermaster Department was one."

Broadly speaking, this Corps had two distinct functions, that of designing and procuring material, and the use, maintenance, and repair of transport equipment. In the American Expeditionary Forces the Motor Transport Corps was responsible for setting up motor vehicles received from America, for their distribution, repair, and maintenance, and the training of technical personnel, including drivers.

On Sept. 5, 1918, the procurement of all motor-propelled vehicles except tanks and those of caterpillar type was transferred to the Quartermaster Corps, and after the war the functions of the Motor Transport Corps were taken over by the Quartermaster and the corps became an integral part of the Quartermaster Corps, again becoming a "Service."

The full number of Motor Transport Corps organizations authorized during the war were not called into being. On Nov. 11, 1918, the entire personnel consisted of 63,252 enlisted men, of whom 37,850 were overseas, and 3098 officers, of whom 1477 were overseas.

Of the 216 Motor Transport Companies, 97 were overseas, and of the Motor Cycle Companies six were overseas.

A Motor Transportation Company consisted of two officers and 78 men; a Headquarters Motor Command consisted of fifteen officers and men, and there was one command for each four companies, either transport or motor-cycle. The latter organization consisted of 40 officers and men. The Headquarters Command Unit directed the operation of motor vehicles not assigned to divisions, corps, armies, or other combatant organizations.

There were 189 Service Park Units, of which 58 were with the American Expeditionary Forces, where also were 6 of the 14 Repair Units.

There were also two Army Supply Trains, three Corps Supply Trains, all in the Expeditionary Forces, and 47 Divisional Supply Trains, of which 34 were overseas.

Four Troop Trains (corps) had also been organized, and of these all but one were in France.

A Service Park Unit comprised 36 officers and men; a Repair Group (Headquarters and 4 repair sections), 297 officers and men; a Repair Unit (Headquarters and 4 Repair Groups), 1241 officers and men. The table of organizations provided for four sections to a group, and four groups to a unit.

The initial training camp of the Motor Transport Corps in the United States was at Camp Joseph E. Johnston, but arrangements were made to train 17,000 men monthly, utilizing other camps as well.

Forty Massachusetts men died while serving with this corps after separation from the Quartermaster Corps.

RAILWAY TRANSPORTATION CORPS

A Transportation Department, A.E.F., was constituted Sept. 14, 1917, and to it was assigned the service of military railways, including the operation, maintenance, and construction of all railways under American control, and the construction and maintenance of wharfs and roads and of shops and other buildings for railway purposes. On March 12, 1918, the Transportation Department relinquished to the Engineer Corps direction of American Light Railway operations and construction work at the ports of St.

Nazaire and Bordeaux, the only ports where the Department had assumed charge of such work.

This branch was organized in the A.E.F., based on the railway regiments, and was developed to handle the entire railway transportation system. It was independent of other engineer organizations, although the officers serving with railway units were commissioned as Engineers, National Army.

The Director General of Transportation was General W. W. Atterbury.

TANK CORPS

The tank was a new weapon developed by the British and French. Its adaptability to methods of American practice led at once to designing and experimentation by the Ordnance Corps. In the meantime there was organized in the American Expeditionary Forces, in January, 1918, a Tank Brigade, the personnel composed of volunteers. A brigade was composed of two light tank battalions. A battalion consisted of three companies and was to cooperate with an infantry division. Each company was composed of three platoons, each five tanks designed to support an infantry battalion. A battalion of heavy tanks was to be assigned to an army corps. An instruction center was established at Langres and French tanks of the whipplet variety obtained.

This Brigade participated in the St. Mihiel offensive and in the Meuse-Argonne Offensive from Sept. 26 to Oct. 14, 1918, inclusive.

A Tank Corps was authorized March 6, 1918, by the War Department, and the organization already set up by the Engineer Corps, the 65th Engineers, was taken over on March 19.

The 65th¹ Engineer Regiment was raised for the Tank service, National Army, authorized Feb. 18, 1918, and companies organized at Camp Devens and other camps. The authorized strength of this regiment was 4644 enlisted men, of whom 1050 men had been enrolled by March 15. One battalion, including the Camp Devens contingent, proceeded overseas in March, 1918. The others were assembled at Camp Colt, Gettysburg, where the organization was absorbed into the newly organized Tank Corps.

On March 18 the tank units then at Camp Devens were ordered to Camp Gettysburg.

On July 20, a tank training center was established at Tobyhanna, Penn., and arrangements had been made to continue at Camp Polk the raising and training of tank organizations. Recruiting offices for the Tank Corps were opened at several places, Boston among others, and volunteers came forward who were outside the ages subject to the draft. The enlistment of men between the ages of 18 and 40 was authorized. At the time of the Armistice the organization and training of many tank battalions, both heavy and light, was in progress.

The duties assigned to the Corps were the operation of tanks and to recruit and train the personnel. The equipment was procured by the Ordnance Department.

A training center known as the 2d Tank Center was established in February, 1918, at Bovington, Camp Wool, Dorsetshire, England, where a heavy tank battalion was organized and trained. The nucleus of this center was a group of casual engineer officers recently arrived from the United States. Other officers reported from France, and Colonel C. S. Babcock was assigned to command.

¹ Another regiment of engineers raised in the American Expeditionary Forces for standard gauge railway operations, under authority of date of May 3, 1918, was also given the number "65," and later (September, 1918) transferred to the Transportation Corps.

The personnel attended both American and British tank schools at Bovington and Worgret camps.

In April the designation of the Center was changed to 302d. On April 9 the three companies, A, B, and C, 65th Engineers (Camp Devens was called upon for 232 men, March 2, for this organization), reached Worgret Camp, Wareham, and were reorganized as the 41st Heavy Tank Battalion, which later became the 301st Heavy Battalion. This was the only battalion of heavy tanks to operate in the A.E.F. It proceeded to France Aug. 23, 1918, under command of Major R. B. Harrison, and joined the Second American Corps on the British front, being attached to the British 5th Army, and received great praise for its work. Joining in the attack launched in September, the battalion participated by delivering assaults in the Bellicourt sector on Sept. 28 to 29, Oct. 8, 17, and 23, and Nov. 4.

Lieutenant Colonel H. E. Mitchell relieved Colonel Babcock at the Tank Center at Bovington, the latter having been recalled to France, May 2, and in turn was relieved, Oct. 16, by Lieutenant Colonel Hunter. Lieutenant Colonel Mitchell proceeded to France to take command of the 2d Tank Brigade.

Meanwhile the 1st and 2d training and replacement companies had been organized at La Courtine, France. These companies were transferred to the Training Centre at Bovington Camp, arriving May 31 and June 10 respectively, and on the 12th these two companies were reorganized as the 302d Battalion.

June 15 the name of the Center was changed from the 302d to the 301st Tank Center.

The 303d Battalion (three companies, and the 306th Salvage and Repair Company) arrived at Wareham from the United States, Aug. 30.

The 302d Provisional Battalion, Major J. F. Crutcher, left the Center for France Oct. 21 and on the 24th received the designation 306th Battalion and was joined by Battalion Headquarters, 303d Battalion, at Langres, Nov. 1. The officers and men of this battalion had been transferred to the 302d, Oct. 17.

Ten days later the Center itself was moved to France, and established at Blangy-sur-Ternoise, British Tank Headquarters. Officers and men detailed to British units for observation, reached their units Nov. 10.

The 344th and 345th Light Tank Battalions, constituting the 1st Brigade, participated in the St. Mihiel Offensive, and then in the Meuse-Argonne until Oct. 14.

During the St. Mihiel battle the tanks operated in front of the 1st and 42d Divisions and during the Meuse-Argonne in front of seven different divisions.

The 344th¹ Battalion assisted the 35th Division, Sept. 26 to 28, in its attack along the eastern side of the Aire Valley and were of great value in forcing machine-gun positions after Cheppy had been taken. French tanks were also in action. The field covered included the area from Vauquois Hill to Baulny.

When the 1st Division relieved the 35th, it was supported by Companies A and C, 344th Battalion, and Companies B and C of the 345th Battalion, the 345th being assigned to the 2d Infantry Brigade and the 344th to the 1st Brigade.

On Oct. 4, out of forty-seven tanks which entered the line, five only reached the stream in the Exermont Ravine, and at the end of the day there were but three tanks available. Eighty-four per cent of the tank personnel were casualties.

At the time of the Armistice there were but sixteen tanks fit for service, the rest being

¹On Sept. 1, 1918, Company C, 326th Battalion, Tank Corps, became Company C, 344th Battalion, 1st Tank Corps. The records show that there was another organization, in the United States, during June, July, and August, 1918, designated as Company C, 326th Battalion, Tank Corps, which went overseas on Sept. 24, 1918.

under repair, from wear and tear of the service, armor pierced, etc., except for the seventeen which had been destroyed by German shell fire. No tank was abandoned to the enemy. Tank "assaults," some of which consisted of no less than five attacks, took place on eighteen days.

On Nov. 11, the personnel of the Corps consisted of 18,977 enlisted men, of whom 11,277 were overseas, and 1235 officers, of whom 752 were overseas.

The greater portion of the men in the United States were demobilized within sixty days after the Armistice, and most of the personnel which had served overseas were demobilized prior to May 15, 1919.

The number of Massachusetts men who died while serving with the Tank Corps was 30, divided as follows:

302d Bn.,	1	335th Bn.,	2	345th Bn.,	2
303d Bn.,	3	337th Bn.,	1	Other organizations,	19
305th Bn.,	1	344th Bn.,	1		

AIR SERVICE

Deaths of Massachusetts men, in the Air Service, so far as learned, numbered 212. These fatalities were distributed very generally in the various services and Aero Squadrons and occurred at home and overseas. Five died while serving with the balloon companies.

The Aviation Section of the Signal Corps was separated from that branch May 20, 1918, and established as the Department of Military Aeronautics. On June 20, 1918, the Aviation Section became the Air Service.

The first flying station was established in 1911 at College Park, Md., but moved in 1913 to Rockwell Field, San Diego, Calif.

In 1916 a school was established at Mineola, Long Island, for training aviator instructors, and in November the Signal Corps set up a four months' course there for aviation students.

The Signal Corps also established schools at which men who had passed the tests for Reserve Military Aviators or Junior Military Aviators could receive further training. The section had a very small personnel prior to the war, but thereafter its growth was immediate and continuous. In April, 1917, the Aviation Section had a strength of 65 officers and about 1100 enlisted men but not a single one of the 200 training planes were fit for service on a battle front.

At the time of the Armistice the Air Service in France alone numbered 6861 officers and 51,229 men. This included 6800 officers and men in the Balloon section. Of the personnel in France nearly 33,000 were on duty in the Service of Supplies, nearly half being stationed at the various schools. The entire personnel was approximately 195,000.

In the record of "Battle Participation of Organizations of the American Expeditionary Forces, in France, Belgium and Italy, 1917-1918" published by War Department, battle participation is credited to the 1st, 3d, 4th, 5th, 6th, 7th Corps Observation Groups, and to the 1st Army Observation Group, 1st and 2d Day Bombardment Group, 1st, 2d, 3d Pursuit Group, 1st Army, 4th Pursuit Group, 2d Army, 1st, 3d, Corps Balloon Groups, 1st Army, 4th and 6th Corps Balloon Groups, 2d Army, Army Balloons, 1st Army, and 3d Air Park.

These organizations were composed of the following units:

1st, 12th, 50th, 88th, 90th, 199th (Air Park), 8th, 135th, 168th, 99th, 104th Corps Observation Squadrons.

1st Air Park (183d Service Squadron).

354th, 258th Corps Observation Squadrons.

9th, 24th, 91st, 186th Army Observation Squadrons.

11th, 20th, 96th, 166th, 163d Day Bombardment Squadrons.

27th, 94th, 95th, 147th, 185th Pursuit Squadrons.

4th Air Park (218th Service Squadron).

13th, 22d, 49th, 139th Pursuit Squadrons.

5th Air Park (279 Service Squadron).

28th, 93d, 103d, 213th Pursuit Squadrons.

2d Air Park (360th Service Squadron).

17th, 141st, 148th Pursuit Squadrons.

6th Air Park (822d Service Squadron).

1st, 2d, 5th, 3d, 4th, 9th, 42d, 15th, 16th, 69th, 6th, 7th, 8th, 12th, 10th, 11th, 43d Balloon Companies.

3d Air Park (255th Service Squadron).

Many flying fields and ground schools were established in the United States.

The largest flying school in the world was the American school at Issoudun, France. Other American schools were at Tours and Clermont-Fessand. Romorantin, the great American Air Service Depot for the reception, assembly, and trial of planes received from America and for repairs and salvage, began to operate January, 1918. Osly and Colombey-Belles were other depots. In addition there were over 20,000 officers and men training in England and some in Italy.

The number of American squadrons assigned to the armies in France numbered 45 and possessed 740 airplanes of the latest type.

There were 35 balloon companies in France, 23 serving at the front.

The first complete American Air Squadron to arrive at the front in France was the 103d Pursuit Squadron, Feb. 18, 1918, known as the Lafayette Squadron, almost entirely composed of men who had previously served with the Lafayette Escadrille in the French Service, and of whom several were from Massachusetts.

THE U.S.S. *AGAMEMNON*

[Typical Transport experience.]

The troop transport U.S.S. *Agamemnon* was formerly the North German Lloyd passenger ship *Kaiser Wilhelm II*. That ship was seized by the Collector of the Port of New York, April 6, 1917, with 26 other German vessels in the harbor of New York, for the purpose of guarding the ships and to prevent their disablement by officers and crew. The vessel had been lying at the North German Lloyd Piers at Hoboken, N. J., since the commencement of the war in 1914, with other large vessels under the German flag, as internment was preferred to running the risk of capture by British cruisers. The vessel was in the passenger trade between New York and Bremen, stopping at Southampton and Cherbourg, on both east and westbound trips.

The *Kaiser Wilhelm II* was taken over by the U. S. Shipping Board, under Joint Resolution No. 42, 65th Congress, approved May 12, 1917, by Executive Order dated June 30, 1917. This vessel had 22,622 registered gross tonnage; was 706 feet 6 inches over all, had a mean draft of 29 feet 10 inches, and a speed of 23.5 knots. She was built in Stettin, Germany, launched Aug. 12, 1902, and commissioned in the U. S. Navy Aug. 21, 1917.

The German officers and crew of the ship were interned. The U. S. Shipping Board placed the ship under the U. S. Merchant Marine and detailed C. C. McCarthy as master, who reported April 16, 1917. The vessel remained at Hoboken till May 22.

A careful survey revealed the fact that a good deal of damage had been done by the German crew prior to the time the vessel was taken over. The last entry in the engine-room log is of interest. It reads, "Jan. 31, 1917 — Commenced tampering with the machinery." After this no other entries were made except "Set watch." The engines were in very bad repair due to the two and one half years of enforced idleness.

On May 22, 1917, with the assistance of twelve tugs, the ship was taken to the Navy Yard at Brooklyn, and the real work of converting it into a troop transport was begun. The vessel was now taken over by the U. S. Navy, and was used as a Receiving Ship at the same time that the urgent repairs and alterations were being made. Often as many as five thousand men were housed and fed while the ship was lying at the Navy Yard.

For the accommodation of troops the principal changes made were as follows: All the staterooms, forward and aft, on the second and third deck were ripped out. In this space pipe standees holding three or four canvas bunk bottoms were erected. What was formerly the main dining saloon on the third deck was cleared of all tables and chairs, all fitting ripped out, and it became the main or troop mess hall. The galleys were refitted completely. The "social hall" on the "A" or promenade deck became the wardroom for the army and navy officers. The remaining staterooms on the lower decks were reserved for army officers and the large complement of naval officers sent to the ship for training. The second-class smoking room was cleared out and became the sick bay and operating room. The gymnasium on the top or boat deck was turned into an isolation ward. The deck divisions were billeted forward and aft on the first deck. The engineer's force was on the second deck just aft of the engine room. The ship's officers were quartered in the private suites on "A" deck. The two reading and writing rooms on this deck were dismantled and turned into executive office and

pay office respectively. Various changes were made from time to time as certain improvements were found necessary, but the foregoing general layout was followed throughout the war.

On Aug. 21, 1917, the ship was formally put in commission, C. B. Morgan, Captain, U.S.N., commanding. On Sept. 5, 1917, the name was changed to U.S.S. *Agamemnon*.

On Oct. 5, the *Agamemnon* proceeded to sea on her post repair trial. On Oct. 10 the ship was reported ready to receive troops, and on Oct. 29 commenced taking troops on board at Hoboken.

On Oct. 31, the *Agamemnon* left Hoboken with 3654 troops and passengers on board, including the 26th Engineers in Troop Convoy, Group No. 10 consisting of the escort: the U.S.S. *North Carolina*, destroyers *Downes* and *Terry*, and ships in convoy: *Mount Vernon*, *Agamemnon*, *America*, *Von Steuben*, en route to Brest, France. The convoy took a southerly course from New York. The first few days were uneventful. A great deal of time was devoted to necessary drills, torpedo defense, fire drills and abandon ship drill. Zigzagging was practiced. Target practice was held and lookouts and gun crews carefully drilled, and troops fully instructed as to their stations and duties in the event of an emergency. On the night of Nov. 9, about 7.30 P.M. a serious accident was narrowly averted. The convoy was zigzagging; it was quite dark, and the big ships could hardly be distinguished against the sky. On a 45 degree change of course to the left in the zigzag the *Von Steuben* was close aboard the port beam, and either because the ship answered the rudder too slowly or being late in starting to turn, the *Von Steuben* bore down on the *Agamemnon*. The *Von Steuben* struck the *Agamemnon* in the middle of the forward well deck. The angle was small enough to allow both vessels to shear away, bringing them together again beam to beam. This time the life boats received the force of the blow. A general alarm was at once sounded, the water-tight doors closed, and the troops were taken in charge at once by their own officers, who went to their various compartments. There was little or no confusion the minute the lights were turned on. The *Von Steuben*, having backed away clear of the *Agamemnon*, flashed a searchlight over the spot where the *Agamemnon* was struck. The *Mount Vernon*, *America*, and *North Carolina*, thinking one of these ships had been torpedoed, disappeared at full speed, accompanied by one of the destroyers. The other destroyer stood by. The damage proved to be considerable, but fortunately was all above the water line. No one was injured.

On Nov. 10, the *North Carolina* and the two destroyers left the convoy and returned to the United States. At noon a division of destroyers from Queenstown joined and the convoy arrived at Brest Nov. 12. They were met by circling aeroplanes, French torpedo boats, and yachts, and escorted into the harbor to disembark the first American troops to land at that port, and up to that time the largest number of troops to reach any port in France.

The *Agamemnon* was the third ship of the convoy to unload troops, and it was not until Nov. 19 that the ship was ready to start on its homeward journey. The shortage of coal in France at that time was acute and it was necessary to send both the *Agamemnon* and the *Mount Vernon* to Southampton to coal. These ships left Brest on the evening of Nov. 29, escorted by four destroyers, and made a fast run up the English Channel to the Isle of Cowes. The speed was kept at twenty knots throughout the night and the ships were forced to zigzag practically the whole time. The convoy anchored safely at Cowes on the morning of Nov. 30. The *Mount Vernon* went at once to Southampton, and after having been coaled proceeded to New York alone. The *Agamemnon* left Southampton on Dec. 6, escorted by two British destroyers, *Druid* and *Loyal*. The

run down the English Channel was made on a dark stormy night. Several submarine attacks were made on ships in the vicinity, one of which resulted in the torpedoing and sinking of the destroyer U.S.S. *Jacob Jones* about ten miles from the *Agamemnon*. On Dec. 7, Ushant Light was made out early in the morning and the ship headed westward. In the evening the destroyer escort left and the *Agamemnon* proceeded to New York alone, arriving at Hoboken Dec. 17, 1917.

On Jan. 10, 1918, at 3.14 A.M., the *Agamemnon*, while at Pier No. 5, Hoboken, took a sudden list to starboard of three degrees, and continued slowly listing until a maximum of seven degrees was reached. This caused the starboard coaling ports, which were supposed to have been closed, to heel well under water, and it soon became evident that certain bunkers were filling. A coaling port was found open and others not securely fastened. Water was cleared from the ship during the afternoon.

On Jan. 13, 1918, at 4.15 P.M., the *Agamemnon* left Hoboken with 3262 troops and passengers on board. The ship joined Troop Convoy, Group No. 17, under escort of the U.S.S. *Montana*. Ships in convoy: *Mount Vernon*, *Agamemnon*, for Brest and *Madawaska* for St. Nazaire, France. On Jan. 20 when the ship reached the rendezvous the convoy, *Montana*, *Mount Vernon* and *Madawaska* were soon sighted on the horizon. On Jan. 22, the convoy was joined by the Eastern Escort of five destroyers from Brest and the *Montana* headed back for New York. On Jan. 23, the *Madawaska* and two destroyers left convoy for St. Nazaire, the *Mount Vernon* and *Agamemnon* and the three remaining destroyers continuing course to Brest, arriving Jan. 24. Jan. 31, the *Agamemnon* left Brest with one passenger (prisoner), in company with the *Mount Vernon*, escorted by French Gunboat *Somme*, acting as pilot, and six destroyers. Arrived at Hoboken Feb. 11, 1918.

Feb. 27, 1918 — Left Hoboken with 3357 troops and passengers on board in Troop Convoy, Group No. 22, escort U.S.S. *Seattle*. Troop ships in convoy: *Agamemnon*, flagship, *Mount Vernon* and *America*, for Brest. On March 8, the *Seattle*, about 5 P.M., opened fire on a black object in the water, but it proved to be a false alarm. On March 9, U.S.S. *Balch* and nine other destroyers, the escort from Brest, joined the convoy. Arrived at Brest on March 10. Left Brest March 12 with *Mount Vernon* and an escort of three destroyers. Arrived at Hoboken March 22 and on the 26th C. B. Morgan, Captain, U.S.N., was detached and ordered to duty as Naval Transport Officer, War Docks, Hoboken, N. J. March 27, at 2.30 P.M., while at Pier 86, North River, a fire was discovered in the gymnasium but was immediately extinguished with no loss or damage. David F. Sellers, Captain, U.S.N., assumed command March 30.

April 7, 1918, left Hoboken with 3350 troops and passengers as unit of Troop Convoy, Group No. 27. Ships in convoy: *America* and *Agamemnon* from New York, joined later by *Great Northern* (flagship), from Newport News, for Brest. On April 12 reached rendezvous and joined other ships of convoy. On April 14 the convoy was joined by U.S.S. *George Washington*, which had sailed in Troop Convoy, Group No. 26, for Brest, the other ships for St. Nazaire. Arrived at Brest April 15. Left Brest with the *George Washington* and *Great Northern* and destroyer escort April 19. After leaving the war zone the destroyers returned to Brest and the ships of the convoy separated, the *Great Northern* going ahead and the *Agamemnon* and *George Washington* steaming together for a day to hold target practice, then the *Agamemnon* increased speed and, leaving the *George Washington*, proceeded to New York alone. When about 700 miles from New York received orders to proceed to Norfolk for drydocking. Arrived at Norfolk and entered dry dock April 28.

May 16, 1918, left Hoboken, with 4967 troops and passengers, for Brest, as a unit of

Troop Convoy, Group No. 36. Ships in convoy: *Mount Vernon* (flagship), and *Agamemnon*. On this trip the *Agamemnon* carried its largest quota of Army officers and troops. Taking advantage of the summer weather and smooth seas double the number of men for almost every compartment were embarked. One half this number slept in their compartments at night and remained on deck during the day, the other half occupied the compartments during the day and slept out on deck at night. The health of the troops on this trip was excellent, due possibly to the men being forced to remain in the open air at least twelve hours. The compartments were thoroughly cleaned twice a day when the night and day occupants changed places. The eastern destroyer escort was picked up on May 23. Arrived at Brest May 24. Left Brest with one prisoner on board May 26. On the evening of June 2 at 7 P.M., the first warning of enemy activity off the American Atlantic Coast was received. German submarine *U-151* had begun her activities off the New Jersey coast May 25, by the sinking of the American schooners *Hattie Dunn*, *Hauppauge*, and *Edna*, and taking their crews prisoners. On June 2, the submarine sank the American schooner *Isabel B. Wiley* and the American steamship *Winneconne*, and the crews of the five ships were placed in four open boats. When one of these boats was picked up by the Ward Line Steamer *Mexico* on June 2, a wireless was sent to Washington and the first definite news of the actual presence of a submarine in home waters was received. The *Agamemnon* then set the regular War Zone Fire Control and Gun Watch, the ship was darkened and speed increased, and at 8.35 A.M. June 3, arrived and tied up to pier at Hoboken, N. J.

June 10, 1918, left Hoboken, with 4498 troops and passengers, for Brest, as unit of Troop Convoy, Group No. 41. Ships in convoy: *America* (flagship), *Mount Vernon*, *Orizaba*, and *Agamemnon*.

At 5.34 A.M., June 15, sighted a small box distant about 350 yards. A total of nine shots were fired by the ship's battery. At 9.03 A.M., June 17, No. 3 6-inch gun fired one shot at a suspicious object off starboard quarter. Arrived at Brest June 19. Left Brest with several army officers and Y.M.C.A. representatives on board, with *Mount Vernon* and escort of four destroyers June 23. Arrived at Hoboken June 30.

July 9, 1918, left Hoboken, with 4432 troops and passengers on board, for Brest, as a unit of Troop Convoy, Group No. 48. Ships in convoy: *America* (flagship), *Mount Vernon*, *Agamemnon*, *Orizaba*, and the French steamship *La France*; western destroyer escort, U.S.S. *Dyer*; the eastern destroyer escort, U.S.S. *Cummings*, *Flusser*, *Jarvis*, *Cushing*, *Warrington*, *Paulding*, *Benham*, and *Burrows*, joined July 17. At 4.53 P.M. the French ship, *La France*, fired one shot from after port gun, and the *Burrows* dropped 6 depth charges with no apparent results. Arrived at Brest July 18. Left Brest with sick and wounded on board July 20, in company with the *Mount Vernon* and *Orizaba* and four destroyers as escort. Arrived at New York, North River, July 27. On July 29, the *Agamemnon* proceeded to Hoboken, Pier No. 16; and later to Brooklyn Navy Yard and underwent repairs. On Aug. 24, at 9 A.M., the steam line in No. 16 bunker ruptured, causing the instant deaths of seven stevedores and Delos L. Peary, fireman 3d class, U.S.N.

Aug. 26, 1918, left Hoboken, with 3597 troops and passengers on board, for Brest, as a unit of Troop Convoy, Group No. 59. Ships in convoy: *Mount Vernon* (flagship), *Agamemnon*, and French steamship *La France*; western destroyer escort, *Walke*. On Aug. 31, at 5.25 P.M., general quarters was sounded as *Mount Vernon* and *La France* opened fire on a suspicious object. Eastern destroyer escort, *McDougal*, *Wainwright*, *Winslow*, *Ericsson*, and *Wadsworth*, joined Sept. 2. Arrived at Brest Sept. 3. Left Brest Sept. 4, in company with the *Mount Vernon* and escort of six destroyers. At 6.58 A.M., Sept. 5, periscope was sighted 100 yards off port bow. No. 2 one-pounder fired

warning shot in direction of periscope. At 6.59 A.M. the *Mount Vernon* was torpedoed by German Submarine *U-57* about 200 miles off Ushant, France, in latitude 48° 32' N., longitude 10° 36' W., but made port. 36 lives were lost and 12 injured. At 9.56 A.M. a destroyer sounded submarine warning signal to port. The *Agamemnon* went ahead emergency speed; No. 4 six-inch gun fired one shot at object off port beam; at 10 A.M. resumed standard speed. Arrived at Hoboken Sept. 11.

Sept. 20, 1918, left Hoboken, with 3253 troops and passengers on board, for Brest, as a unit of Troop Convoy, Group No. 66. Ships in convoy: *Agamemnon* (flagship) and *America*.

At 11.25 A.M., Sept. 24, the *America*, then to port and slightly ahead of the *Agamemnon*, fired one shot from her forward six-inch port gun and sounded general quarters, and also fired a one-pounder gun, having sighted wreckage off her port bow. The *Agamemnon* sounded general quarters at 11.26 and shortly thereafter her port 6-inch gun was fired at what appeared to be a spar just in the wake of the *America*. Several shots were fired all together by both ships, but with the exception of what appeared to be a spar and small wreckage nothing was seen. The behavior of the troops on board, consisting of organizations in several branches of the service, including a battalion of negro troops, was excellent, especially as it was generally believed by the troops that a submarine attack was in progress.

In case of the signal "abandon ship," given by one blast on the siren, the boats and rafts having first been put in the water, manned by the ship's crew, orders were that the troops were to jump into the sea and be picked up. The sea was smooth, but it was evident to all that 3000 troops, most unused to the water, struggling in the sea, even while supported by life belts, would have met with many casualties.

On this date the German *U-152* made an unsuccessful attack on the British steamer *Alban* in 44° 22' N. Latitude and 29° 45' W. Longitude and remained in that vicinity several days.

On Sept. 28 the Eastern escort of five destroyers joined convoy, and Brest was reached the following day. This trip was eventful in that the influenza epidemic broke out on board. The entire staff in the Medical Department, four medical officers and 25 hospital corpsmen, worked indefatigably in looking after the sanitation, the isolation, and the care of the sick. All cases of pneumonia were quickly moved on deck in cots and the upper deck houses were utilized for troops ill of pneumonia. The epidemic first appeared among the sailors, and it was not until several days out that the nature of the epidemic was realized. The troop surgeon was inadequately supplied with proper remedies. Certain compartments were designated as sick bays for the troops and every attempt made by the army medical officers to isolate the sick. The troop mess officer early learning that some contagious disease had appeared, having been refused an issue from the ship's stores of linen stewards' jackets, succeeded in providing means for carrying bread from the galley to the troop mess-room without the usual handling and contact with clothing of mess detail, and thus contributed largely to holding the disease in check. Other ships sailing at the same time suffered more severely than those on the *Agamemnon*. The vessel arrived in port without a single death, but owing to the congested condition of the hospitals at Brest, the patients were not removed from the ship for three days and then the majority of the pneumonia cases were left on board, the total death list being six soldiers and two sailors. • The first death occurred the first night in port, after landing all troops but two companies left to police ship. Left Brest with 281 troops and passengers on board, Oct. 2, in company with *America* and *Louisville* and four destroyers, *Cummings*, *Cushing*, *Tucker*, and *Burrows*. Arrived at Hoboken Oct. 10.

J. V. Klemann, Captain, U.S.N., assumed command Oct. 11, relieving Capt. D. F. Sellers.

On Oct. 16, 1918, left Hoboken, with 2667 troops and passengers on board, for Brest, as a unit of Troop Convoy, Group No. 75. Ships in convoy: *Agamemnon* (flagship) and *Von Steuben*. Destroyer escort: *Perkins*. The number of troops carried by the *Agamemnon* on this trip was small, due to the influenza epidemic. The *America* was to have sailed in this convoy but the night before had sunk at the dock at Hoboken. Oct. 24, picked up eastern destroyer escort, U.S.S. *Parker* and three others. Arrived Oct. 25. Left Brest Oct. 29, with 287 troops and passengers on board, accompanied by the French steamship *La France* and escorted by three destroyers. Arrived at Hoboken Nov. 5.

Dec. 17, 1918, left Hoboken, alone, with eight passengers and 26,977 cubic feet of miscellaneous cargo on board, bound for Brest. Arrived Dec. 25. Left Brest with 2965 troops and passengers on board Dec. 28. Arrived at Hoboken Jan. 5, 1919.

Jan. 14, 1919, left Hoboken with 106 troops and passengers on board, bound for Brest. Arrived Jan. 22. Left Brest with 2975 troops and passengers on board Jan. 26. Arrived at Hoboken Feb. 3.

Feb. 16, 1919, left Norfolk for New York; arrived at Hoboken, N. J., Feb. 17.

Feb. 21, 1919, the *Agamemnon* having undergone repairs and overhauling left Hoboken with 31 passengers on board bound for Brest. Arrived March 1. Left Brest with 3737 troops and passengers on board March 3. Arrived at Hoboken March 11. After this trip alterations were made on the *Agamemnon* which gave increased carrying capacity to the ship.

March 19, 1919, left Hoboken with 11 passengers on board bound for Brest. Arrived March 28. Left Brest with 5813 troops and passengers on board (elements of the 26th Division) March 31. Arrived at Boston, Mass., April 7.

April 12, 1919, left Boston for Brest. Arrived April 21. Arrived at Hoboken April 29.

May 6, 1919, left Hoboken with 1026 replacement officers and troops on board bound for Brest. Arrived May 14. Left Brest with 5637 troops and passengers on board May 16. Arrived at Hoboken May 24.

May 31, 1919, left Hoboken with 535 passengers on board bound for Brest. Arrived June 8. Left Brest with 5790 troops and passengers on board June 10. Arrived at Hoboken June 18.

June 25, 1919, left Hoboken with 53 passengers on board bound for Brest. Arrived July 3. Left Brest with 5938 troops and passengers on board July 13. Arrived at Hoboken July 21.

July 29, 1919, left Hoboken with 10 passengers on board bound for Brest. Arrived Aug. 6. Left Brest with 2638 troops and passengers on board Aug. 10. Arrived at Hoboken Aug. 18.

In all the *Agamemnon* made nineteen round-trip voyages, carrying troops between Hoboken and Brest. These round trips were called "cycles." Total number of troops and passengers carried to Europe, 37,797. Total number of troops and passengers returned to the United States, 41,944.

The U.S.S. *Agamemnon* was placed out of commission and was transferred to the War Department Aug. 27, 1919.

THE U.S.S. SAN FRANCISCO

The *San Francisco*, mine planter (fitted as flagship. Mine Force); 4583 tons full load displacement; length over all 324 feet 6 inches. Battery four 5-inch 51-caliber, two

1-pounders and 2 machine guns; Complement: 19 officers, 22 chief petty officers, and 399 men; commissioned first Nov. 15, 1890; last Oct. 16, 1916.

April 6, 1917, the *Baltimore*, Henry V. Butler, Commander, U.S.N., commanding, was at Hampton Roads, Va., attached to the Mine Force, U. S. Atlantic Fleet, and engaged in making submarine trap net for placing between Capes Henry and Charles. This net, 2800 feet long, was planted on the 9th from just south of Fortress Monroe Light-house. Work was continued on various nets in the Chesapeake Bay.

On June 6, the ship moved to Port Jefferson, N. Y., for experiments in connection with deep mine planting and on June 10 arrived at New London, Conn., used as a base from which to lay submarine trap nets at eastern end of Long Island Sound, and remained till July 21, when she left for Portsmouth, N. H., Navy Yard for repairs and alterations.

From Nov. 11 to Dec. 21, 1917, the *San Francisco* operated in Long Island Sound, based on Newport, R. I., on duty in connection with mine experimental work, holding battery and mining drills for instruction of naval reserves and crew. After this duty and until March, 1918, the ship was either undergoing alterations or engaged in experimental mine tests.

On March 16 returned to Hampton Roads, and received mining material and ammunition from Norfolk Navy Yard. On the 19th left for Newport and continued mine tests and exercises. Capt. R. R. Belknap, U.S.N., Commanding Mine Force, U. S. Atlantic Fleet, was on board.

March 31, 1918, the *San Francisco* left Newport for Cape Ann Whistling Buoy and continued experimental work based on Gloucester, Mass. Capt. Belknap and other officers of the Mine Force were on board in connection with mining experiments, and on April 10, at Hampton Roads, Capt. Belknap assumed command of Mine Squadron One.

On April 28, the ship left Hampton Roads for Provincetown, Mass., arriving April 30, and until May 6 continued experiments off Gloucester.

On May 12 the *San Francisco* left Newport with Squadron One for Inverness, Scotland. Mining drills and target practice were held en route.

May 25 at 4.52 A.M. an escort of nine British destroyers joined the squadron and escorted it till 12.41 May 26, and at 2.05 A.M. Mine Squadron One, consisting of *San Francisco*, flagship, *Cononicus*, *Canandaigua*, *Housatonic*, and *Quinnebaug*, arrived at Inverness. The squadron commander reported that all vessels would be ready to commence mine laying as soon as they had been watered and refueled. The delivery of mine parts delayed operations and prevented beginning at once. All of the necessary mine parts were on hand except the antenna floats for mines planted at the lower levels, and it was necessary to wait until a mine carrier had arrived, before sufficient of these floats were on hand to enable the necessary number of mines to be assembled for the first excursion. Meantime the *San Francisco* held mining drills, drills for rigging out Burney Gear, taking on board "Mark VI" mines, checking up and inspecting the same.

June 7 at 12.45 A.M. the *San Francisco* with other ships steamed out of the harbor and on June 8 the first mining excursion began. Under escort of British destroyers at 5 A.M. all hands took stations for mining. The *San Francisco*, in company with the *Baltimore*, *Roanoke*, *Housatonic*, *Cononicus*, and *Canandaigua*, commenced mining. At 5.38 A.M. the first string of 60 "Mark VI" mines had been laid on "U" level. At 9.02 A.M. finished second string of 93 mines on "U" level. At 9.34 A.M. completed Mining Excursion No. 1 and started return trip to Inverness. En route to base there was a submarine alarm and *G-50* flagship of escorting British destroyers dropped a depth bomb when submarine was sighted. Arrived at Inverness 5.15 A.M., June 9.

Mine-laying operations in the Northern Mine Barrage continued until the end of

the war, during which time 56,760 United States mines were laid, in which the *San Francisco* performed an important part. On Sept. 7, 5520 mines were laid in three hours and fifty minutes, the record number that has been laid by a mine-laying force in a single operation. At the same time the British Squadron laid 1300 mines in a single line parallel and to the northward of those laid by the United States Mine Force. Rear Admiral Joseph Strauss, on board the *San Francisco*, was in command of the American Mine Layers.

Sept. 20, while the United States Mining Squadron was on its way to the mine field to carry out the ninth excursion, a submarine was sighted off Stronsay Firth. She was immediately attacked with depth charges by the escorting destroyers, and at the same time a smoke screen was put out by both the escort and the mine layers. Shortly afterwards the submarine was again sighted just ahead of the *San Francisco* and was again attacked. The behavior of the submarine was most unusual. Although both times she was sighted she was in a good position and at a comparatively close range, no attempt was made to fire a torpedo. It is highly probable that she had been sent to this position to the southwestward of the lines of mines which had shortly before been laid, in order that she might make observations of the position in which mines were being laid in that area.

Dec. 2, the *San Francisco* left Inverness, Scotland, for Portland, England, via Scapa Flow.

Dec. 17, left Portland, for Hampton Roads, Va., via Azores, and arrived in Newport, R. I., Jan. 14, 1919.

U.S.S. BALTIMORE

U.S.S. *Baltimore*, mine planter (fitted as flagship of the Mine Force) — 4413 tons normal displacement; length over all, 335 feet; breadth on load water line, 53 feet 9 inches; mean draft, 28 feet 5 inches; hull of steel; speed, 20.1 knots; battery, four 5-inch, 51 caliber, two 3-inch, 50 caliber anti-aircraft and 2 machine guns. Built by William Cramp and Sons, Philadelphia, Pa. Authorized by Act of Congress approved Aug. 3, 1886; keel laid, May 5, 1887; launched, Oct. 6, 1888; preliminary acceptance, Dec. 27, 1889; commissioned first, Jan. 7, 1890; last, March 8, 1915.

On April 6, 1917, the *Baltimore* was attached to the Mine Force, Atlantic Fleet, Albert W. Marshall, Commander U.S.N., commanding, and located at the entrance of the York River, engaged in laying a submarine net across the York River.

On May 1, 1917, left for Portsmouth, N. H., Navy Yard, where the vessel was thoroughly overhauled and engaged in various drills and exercises for training. Aug. 5, 1917, moved to New London, Conn. Aug. 6 engaged in instruction of personnel. Mine Force Commander Reginald R. Belknap came aboard and the *Baltimore* assumed the duties of flagship and so continued till Sept. 13, 1917. She then continued training personnel, also taking tidal observations and soundings in Long Island Sound till Oct. 26, 1917, when she got underway for Hampton Roads, Va., for battle practice and training personnel for service on Mine Planters.

One of the most important of the preparations for the work of laying the Northern Mine Barrage was the trying out of a new mine for the barrage. In the earlier stages complete mines were not available until March, 1918. In the meantime the *Baltimore*, which had been designated to carry out tests, performed such experiments as could be had with improvised material and assisted in the design of some parts of the gear, notably the means of assembling the antenna floats with the mine and their release gear. This work continued until about Dec. 20, 1917, when it became necessary for the vessel to go to the yard for fitting out for service abroad.

From Dec. 22, 1917, to March 1, 1918, the *Baltimore* was at the Morse Shipyard, New York, for overhaul. It had been planned that the *Baltimore* should resume experiments and practice with completed mines in March, before sailing for operations in the Northern Mine Barrage, but an urgent request came from the British Admiralty about March 1, for the services of one or two minelayers to help in laying a deep mine field off the north entrance to the North Channel to the Irish Sea, between the Island of Islay and the north coast of Ireland. The *Baltimore* was sent in response to this request, sailing March 4, 1918, via Halifax and arrived at Glasgow, Scotland, March 18, 1918, being the first American minelayer to arrive in British waters. The *Baltimore* remained at the Clyde for about three weeks, during which time she was fitted out with paravanes and test wire measuring gear, and opportunity was taken to send parties of officers and men to Grangemouth for instruction at the mining depot and on board the British Minelayer *Princess Margaret*. Lamlash was selected as the base from which the *Baltimore* should operate. All operations were carried out at night, the *Baltimore* being screened by two destroyers. About 900 mines were laid between April 12 and May 2, 1918, being the work of ten nights during that period. The following extract from a report made by Rear Admiral Clinton Baker, Royal Navy, who was in general command of the *Baltimore's* operations, is quoted :

"It is considered that the *Baltimore* laid the lines of mines (as planned) with extreme accuracy; this reflects the greatest credit on Captain Marshall and his navigating officer, having in view the strong cross tides (3 to 4 knots) that existed in that locality."

The *Baltimore* arrived at Base 18 (Inverness, Scotland) on June 2, 1918. Mine-laying operations in the Northern Barrage began soon after and continued till the end of the war, and the *Baltimore* did her part. A decision had been practically taken to mine certain sections of the Mediterranean, but on account of great depths of water in which it would be necessary to lay mines it was necessary to develop a special type of mine. A satisfactory design had been evolved by the Bureau of Ordnance, but it was essential to conduct a series of practical tests before beginning the manufacture. No vessel was available in the United States for this purpose, hence the *Baltimore* was ordered home to make the required experiments. She proceeded as far as Pentland Firth in company with the Mine Squadron on their way to the mine field for the tenth excursion, and there was detached to Scapa Flow to obtain routing instructions across the Atlantic from the Commander-in-Chief, Grand Fleet. She arrived off Tompkinsville, Staten Island, Oct. 13, 1918. She then went to the Brooklyn Navy Yard for repairs and overhaul, where she remained till Dec. 1, 1918, when she proceeded to Hampton Roads, Va., and at the Norfolk Navy Yard received dummy mines and anchors for tests which were carried out in the vicinity of the Virgin Islands. These mining experiments continued till the end of the year. In 1919 the *Baltimore* was the flagship of the Mine Detachment of the Pacific Fleet and continued same till Sept. 15, 1922, when she was placed out of commission at Pearl Harbor, Hawaii.

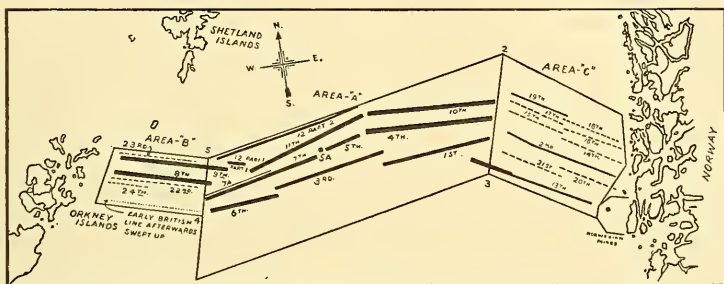
THE NORTHERN BARRAGE

The Northern Barrage was intended to make the attempt by German submarines to leave or reënter the North Sea between the coast of Norway and the Orkney Islands off the Scottish coast extremely hazardous. It was complementary to the barrage laid down by the British opposite Dover, between the coasts of England and France. The Northern Barrage was a mine field about 230 miles long by about 25 miles wide, extending 240 feet below the surface, and comprised 70,000 anchored mines (80 per cent of which were laid

THE NORTHERN BARRAGE

by the American Squadron), laid approximately 100 yards apart in fifteen strings. It was not patrolled as was the Dover barrage, reliance being placed upon the mines.

The laying of the mines by the United States in the areas assigned to our Navy commenced June 8, 1918, and was not entirely, though practically, completed at the time of the Armistice. The last mines were laid Oct. 26. Further operations were delayed by severe weather, and all planting was suspended by the Armistice. The mine field was divided into three areas: the central area, much the larger, designated as Area A; that east of the Orkneys as Area B; and that off the Norway coast as Area C. The mines in A were all American, in B mostly American, in C mostly British. Thus American mines extended the full length of the barrage. In addition to these areas, Norway, finding her neutral waters violated by the Germans, laid mines in her own territorial waters to check that use. The diagram shown below illustrates better than words can describe the exact situation, and how well planned was the scheme to check the movements of the enemy submarines.



THE HEAVY BLACK LINES REPRESENT FIELDS OF MINES LAID BY U. S. MINELAYERS

The lighter lines were laid by British minelayers. Excursions 1 and 12, part 2, are of 3 lines. Excursion 2 is of 2 lines. Four to 7 have 5 lines; 8 and 9 have 6 lines; 10, 11, 12, part 1, have 5 lines; 13 begins with 6 lines, then 2 lines. All British fields are of 2 lines, except those adjacent to U. S. 8th and 9th, where they are in a single line.

The barrage effectually accomplished its purpose, results being obtained immediately the project began, both from losses sustained by the enemy and from the dread engendered, which had a marked effect upon the morale of the German Naval Forces. One of the submarines known to have been destroyed attempting to run the Northern Barrage was the U-156, which had operated along the north coast of the United States in June and July, the only submarine which caused damage off the Massachusetts coast. She attempted to run the barrage Sept. 25, 1918, struck a mine and was so damaged that she sank in a short time.

Laying this barrage was one of the outstanding accomplishments of our Navy during the war. Massachusetts was represented in this achievement not only in the personnel attached to the mine layers, and later the mine-sweepers, and to Naval Bases 17 and 18 at Invergordon and Inverness, Scotland, but by the commander of the squadron, Captain Reginald Rowan Belknap, U.S.N.,¹ and by two of the ten vessels constituting the

¹ Captain Belknap was born June 26, 1871, at Malden, son of Commander, later Admiral, George E. (U.S.N.) and Frances G. Belknap. He was appointed to the U.S. Naval Academy from Arkansas, in 1887, the date of his entering the Navy being Sept. 5, 1887, and rose through each grade until commissioned Captain May 23, 1917 (Ensign July 1, 1893; Lieutenant July 2, 1899; Lieutenant Commander July 8, 1905; Com-

squadron. These two vessels were the *Shawmut*, commanded by Captain W. T. Cluverius, U.S.N., and the *Aroostook*, Captain J. Harvey Tomb, U.S.N., formerly the well-known coastwise vessels *Massachusetts* and *Bunker Hill* (of the Eastern Steamship Company), which had been refitted and commissioned, Dec. 7, 1917, at the Charlestown Navy Yard as mine-layers. Both vessels carried 30 officers and 346 men, a majority of whom were Massachusetts men.

The Navy Department contemplated strong offensive measures from the outset of the war and urged especially that attempts be made to hem in the enemy submarine bases, preventing egress and ingress of the enemy vessels, which were so marked a menace to our own shipping and that of our allies. The efficacy of such measures would have been recognized by the British, but the manufacture of the 400,000 mines involved, requiring 60,000 tons of high explosive, in addition to all other demands for munitions, together with the fact that the British possessed neither a reliable design of mine nor sufficient trained and equipped force to lay the mines at the rate necessary, made the problem as a whole beyond the allies' capacity.

Among the many hemming-in solutions offered by American inventors was the "Submersible gun" of Ralph E. Browne of Salem, Mass., an electrical engineer of the L. E. Knott Apparatus Company. He consulted his Salem neighbor, Mr. Philip Little, who advised him to submit his design to the Bureau of Ordnance in the Navy Department, which he did in May, 1917. Mr. Browne's gun was not wanted, but the Mine Officer of the Bureau, Commander S. P. Fullinwider, saw that it had two features, a sensitive electric firing device and a long antenna connected to the firing mechanism, which, if applied to a mine, would make the mine "touchy" and would extend its danger zone the length of the antenna. An ordinary mine had to be actually bumped by a ship before it would explode, but with the proposed electric antenna mine, one touch of a ship's metal hull anywhere on the antenna would at once fire the mine, the same as if the mine itself were touched. Thus a single row of antenna mines would form as effective a curtain against the passage of submarines, either on the surface or submerged, as would three rows of ordinary mines. Mr. Browne collaborated in such an adaptation of his device; antennae on the mines reduced the former problem to one third; and thus the Northern Barrage was brought within the bounds of practicability. Thereupon the United States Navy could and did confidently offer the means and the force with which to block up the enemy's submarine bases.

The Office of Naval Operations on July 30, 1917, supplied plans for joint American and British operations, which were submitted by Admiral Mayo, Commander-in-Chief of the U.S. Atlantic Fleet, to the British Admiralty, and in slightly modified form they were agreed to. The Secretary of the Navy gave his approval, and the President his on Oct. 29, 1917. The plan of operations ultimately adopted was substantially that originally proposed by our Navy, and the organization for carrying out the scheme was chiefly done by Captain Belknap, to whom was confided the duty of making the plan effective.

From the commencement of the European War in 1914 the Navy had carefully (mandar March 4, 1911). He was on duty with Bureau of Navigation 1902-1904, otherwise except as noted attached to the Asiatic or the Atlantic Fleet. He was Naval Attaché at Berlin, Vienna, and Rome, 1907-1910. He was assigned to duty as Assistant to the Chief of the Bureau of Navigation Jan. 1, 1912, and was appointed to command the newly organized mine force July 9, 1915. Rear Admiral Ralph Earle, Chief of Bureau of Ordnance, originator of the 14-inch naval railway batteries in France, developed the plans for and provided the material for the Northern Barrage. He was a Massachusetts man, born in Worcester May 3, 1874, graduated from U. S. Naval Academy 1896, and had risen to the rank of Commander when appointed Chief of Bureau of Ordnance, in which position he remained during the War. Retired Aug. 25, 1925, and became president of Worcester Polytechnic Institute. He received the Distinguished Service Medal.

studied that branch of operations which called for the use and removal of mines. On July 9, 1915, a mine-laying and sweeping force had been established and the squadron placed under command of Captain Belknap, which command he retained until September, 1917, and to which post, after having completed his duties ashore overseeing the fitting out of additional vessels to be attached to the squadron, the training of personnel, and perfection of plans for operation, he returned on April 10, 1918, to take the squadron overseas.

Admiral Beatty at first objected to the mining barrage as likely to interfere with the freedom of movement of his grand fleet (of which, during operations, our mining squadron became a part). However, the great advantage to be gained by preventing German submarines taking to the North Atlantic, through the passage between the Orkneys and Norway, overcame all objections, although a delay of several weeks in commencing operations resulted. Subsequently a further objection by Admiral Beatty delayed carrying the barrier completely across by one month or more.

As the duties of the commander of the whole undertaking would be both afloat and ashore, in connection with the newly established bases in Scotland, an officer of flag rank was required to command, and the choice fell upon Rear Admiral Joseph Strauss, U.S.N., recently promoted from command of a battleship. He reported in the Navy Department Feb. 15, 1918, proceeded overseas three weeks later, and on March 29 established his headquarters at Inverness, Scotland. He had been preceded by Captain Orin G. Murfin, U.S.N., who had gone over on Nov. 13, 1917, to supervise the construction of, and afterwards command, the mine assembly bases at Inverness and Invergordon. In December, Captain G. C. Schafer and Lieutenant R. N. Smither of the Supply Corps and Lieutenant Thomas Newhall joined Captain Murfin, to arrange necessary matters of supply and transportation of the large amounts of material to be furnished and handled.

In response to a request from the British Admiralty for assistance in laying a small mine field on the west side before the operations in the North Sea began, the ex-cruiser *Baltimore*, Captain A. W. Marshall, U.S.N., sailed for Scotland on March 4, 1918, arriving on the 17th at Greenock, and was immediately employed in laying, without any assistance, British mines between the Isle of Islay and the Irish coast. Thereafter two submarines which had been very active and successful in that vicinity ceased to operate there. To assist the *Baltimore*, one of the largest type of newly converted mine-layers, the *Roanoke*, Captain Clark D. Stearns, U.S.N., was sent over ahead of the rest of the squadron, arriving in British waters May 15, but her services were not then needed.

Notwithstanding that several shiploads of parts of mines had been sent across it was not possible to actually prove a completed mine before March or to complete those trials until just prior to the departure of the squadron under Captain Belknap. A regular flow of mines abroad did not begin until May. In order to maintain secrecy and to expedite quantity production, the manufacture of the mine parts had been distributed among 500 contractors and sub-contractors. Their products were shipped to Norfolk, where the mines were charged with 300 pounds of high explosive (T.N.T.). The mines were not assembled there, however, but the separate parts were shipped in quantity, for assembly into complete mines upon delivery at the bases in Scotland. Twenty-four carrier steamers, of a type used on the Great Lakes, of 2500 tons capacity, were constantly employed in transporting the mines. One of these carriers, the *Lake Moor*, was torpedoed off the Irish Coast April 11, 1918, and was lost with her crew of forty men. These so-called "Lake" craft landed their cargoes on the west coast of Scotland at Fort William and at Kyle on Loch Alsh, whence the various parts were taken to the United States bases on the

East Coast, through the Caledonian Canal to Inverness and by the Highland Railway to Invergordon, for final assembly, ready for laying.

The following excerpt is from an article by Captain Belknap :

"After an eventful voyage, sailing from Newport, May 12, the Mine Squadron arrived at Inverness, May 26, all ready to begin operations; and twelve days later started on its first mine planting 'excursion.' On these trips, which lasted usually from 40 to 80 hours, the squadron was part of the British Grand Fleet. Against submarines, and partly against hostile mines casually placed, it was screened by an escort of from eight to twelve British destroyers, which would form around the squadron upon its leaving the base and keep with it until its return. Against a raiding attack from enemy cruisers while away from the coast, the Mine Squadron was guarded by a supporting force, consisting of a Battle or Battle Cruiser Squadron and a Light Cruiser Squadron, of the Grand Fleet — sometimes by all three, according to the estimated possibilities of attack. On the second mining excursion the Sixth Battle Squadron was the support, consisting of four American battleships, commanded by Rear Admiral Hugh Rodman, U.S.N., in the flagship *New York*. One may imagine with what feelings we saw our own great ships file out of Scapa Flow, form line on our quarter, and slowly disappear in the haze as they swept off to the southeastward. It will be readily understood that the way had to be made smooth for the mine planters. As long as it was so, all would go well; but a single well-placed torpedo or mine, or a few enemy shells, would certainly finish one vessel, and probably destroy all ten of them. Each mine planter carried from 24 to 120 tons of high explosive, a total of nearly 800 tons in the squadron, many times more than the amount that devastated Halifax. With this on board, the squadron was hardly a welcome visitor anywhere.

"The operation as a whole was done in conjunction with a British mine-laying squadron of four vessels, which worked from a base at Grangemouth, near Edinburgh, under command of Rear Admiral Clinton-Baker, R.N. The American and the British mine squadrons often went out at the same time, under protection of the same heavy squadron, but except on two occasions they always worked separately in different parts of the barrage area. Thus there were all together fourteen allied mine-layers engaged on the barrage.

"On the first excursion, June 7, my squadron, six vessels present, planted a mine field 47 miles long, containing 3400 mines, in three hours, thirty-six minutes. At the same time, the British Mine-laying Squadron began work in the section next the coast of Norway. Everything went without a hitch. Though the ships were not built nor fully equipped for keeping in exact formation while steaming and turning, they actually did so when the time came, with a precision rarely equaled by regular men-of-war. The new mining installations likewise worked perfectly. On this first operation one ship emptied itself of 675 mines without a single break, one mine every $11\frac{1}{2}$ seconds, through more than two hours — the longest series ever planted anywhere up to that time. When the squadron returned to the base, the first task successfully accomplished and ready for another load of mines, and Admiral Strauss learned all that had happened, he expressed confidence that the future operations would go even faster than had been expected. He was not disappointed. The squadron was always ready to make excursions as fast as the mines could be furnished, and never failed in any operation.

"Not only that, but casualties were very few. One man fell overboard at sea from the *Saranac*, while working with paravanes, and there were four other deaths (among 4000 men) which might have occurred under any conditions. There was no other loss of life nor other injury and, despite the close navigation, through mine-swept channels and

near other mine fields, no ship ever came to grief, thanks largely to Captain Butler and Navigator Cunningham of the flagship. Returning from the third excursion in a fog, the mine-layer *Roanoke* grounded, but due to precautions she did so gently and came off easily at high water, without injury and without any delay of the next excursion.

"On the seventh excursion, starting August 26, the Commander of the Mine Force, Rear Admiral Strauss, U.S.N., went out, and on the next excursion, which was done by the American and British squadrons together, he was in command of them both, flying his flag on the *San Francisco*. The mine field on this occasion closed the western end of the barrage off the Orkneys, making it complete across the North Sea. The ninth excursion was similar, but with Rear Admiral Clinton-Baker, R.N., in command. All together, the American squadron made fifteen excursions, the British squadron, eleven; and when the barrage was finished, at the end of October, 70,100 mines in all had been planted in it, of which 56,570 were American. The barrier stretched from off the northern Orkney Islands 230 miles to the coast of Norway, near Bergen. Its width averaged 25 miles, nowhere less than 15 miles — more than an hour's run for a submarine. On or near the surface a vessel would encounter from six to ten lines of mines. If a safe course were sought at a moderate depth below the surface, several lines of mines would be found there equally deep, and if the submarine drove still deeper, even to their extreme submergence, mines were ready for them there, too. One touch was enough. Nothing they more dreaded than mines."

The squadron, less the *Baltimore* previously detached to do some new experimental work in the Caribbean, sailed from the Mining Base the Sunday following Thanksgiving en route for Portland, England, passing through Scapa Flow, where the surrendered German warships were seen. The *Shawmut* and *Aroostook* sailed from Portland Dec. 14, by way of Bermuda, and the rest of the squadron on the 17th, some ships making the Azores, the rest direct for Hampton Roads, arriving between Dec. 27 and Jan. 3.

The total personnel¹ of the Mine-Laying Force was: afloat 237 officers, 4530 men; ashore 60 officers; 2222 men.

As the military effectiveness and the results of the North Sea Mine Barrage — submarines are known to have crossed the barrier, but they all feared it, and as early as July 8, 1918, some experienced its deadly effect. From the very circumstances of the barrier's great extent and the absence of observers, the full toll in damages, as well as destruction, may never be known. The official statistics of lost German submarines, compiled March 1, 1919, credit the Northern Barrage with the destruction of four submarines certainly, two more probably, and possibly still two more. An equal number were severely damaged, though not destroyed, and it is considered probable by the British Admiralty that the loss of five other submarines, the cause of which cannot be definitely proven, is accounted for by the Northern Barrage. Thus by reliable records, the possible toll was 17. Indications during the sweeping up of the barrage tended to confirm this. Besides these, to the American Squadron's credit, should be added the two submarines reported lost in the North Irish Channel, in the field which consisted of British mines laid by our *Baltimore*.

The summary of Activities of U.S. Naval Forces in European Waters, issued by Admirable Sims, says further:

There is no doubt that this barrage had a considerable moral effect on the German naval crews, for it is known that several submarines hesitated some time before crossing. Also, reports from German sources are that the barrage caused no small amount of panic in some of the submarine

¹ Including the small force at Base 30 at Bizerta, Tunis, construction of which was begun, but which was never commissioned.

flotillas. It is also probable that the barrage played a part in preventing raids on Allied commerce by fast enemy cruisers.

One officially reported statement of a German submarine captain said that three submarines, including his own, had been damaged by the barrage but all had reached port. The injury in his case prevented his diving. Other accounts, in the press and from individuals, give some indication of the moral effect produced by this great mine field, reaching to the German Army and also among civilians.

It would be interesting to know what proportions of the submarines that passed the line of the barrier were harmed by it, but the effect upon the enemy went far beyond such tangible injuries. Every successive case of being damaged yet escaping destruction would increase the moral effect, by magnifying the number of losses that would be attributed to the barrage when other submarines failed to return. Official submarines rate depth charges first, mines next, in importance among the five most effective measures against submarines.

The Northern Barrage served its purpose and more besides. Through the part played in former wars the submarine mine had grown in recognition, though slowly, as an important means of defense. In the World War they came into extensive employment in offense, the largest as well as most striking offensive use being the great American-British mine field across the North Sea.

MINE SWEEPING

Plans for removing the mines after the war were developed in connection with the mine laying, and after peace became a certainty, steps were taken to perfect means to sweep the mine field. This exceptionally dangerous operation, the most dangerous work afloat, could not be carried out during the winter, although a preliminary test was made in December. The British authorities marked out the barrage with light vessels and gas buoys. Mine sweeping began April 30, 1919, but active systematic work of removal did not commence until May 8.

Prior to sailing for home the mine squadron had transferred four hundred men to the bases for the sweeping duty, and when sweepers were sent from America the following spring some were commanded by officers who had formerly been of the mine squadron. Rear Admiral Strauss retained command during the sweeping operations falling to the American Navy.

The novel type of the American mine and its sensitive firing device presented unprecedented difficulties in clearing the mine field. The method adopted, an electric protective device, was suggested and perfected by American naval officers, and proved effective. This duty was carried out by 86 vessels¹ of all types, manned by about 4000 officers and men, mostly of the Naval Reserve Forces. There were seven sweeping operations, and on nearly every one mine sweepers were badly damaged by explosions. The work was completed Sept. 30, 1919. The trawler *Richard Brickley* was sunk by a mine explosion July 12, 1919, and several of her company lost. The total losses during the sweeping operations were 2 officers and 8 men. Twenty-three ships were damaged. The sweepers *Bobolink* and *Pelican* were permanently disabled by mine explosions, May 14 and July 9, respectively. U.S.S. *C-38* was permanently disabled by a mine explosion Sept. 25.

¹ 32 sweepers, 20 trawlers, 24 submarine chasers, 1 salvage, 2 repair ships, and 6 auxiliaries named in the official report, but the number is usually given as 82. Their principal base was Kirkwall in the Orkneys, the bases at Inverness and Invergordon have been given up. "The Northern Barrage (Taking up the Mines)," Publication No. 4, Historical Section, Navy Department, 1920.

In all 21,293 mines were destroyed or accounted for. The rest had been exploded at time of laying, countermined during sweeping operations, or lost or sunk during the severe storms of the winter.

UNITED STATES COAST GUARD

Pursuant to the provision of an act of Congress approved Jan. 28, 1915, upon the declaration of war (April 6, 1917) the President transferred the United States Coast Guard from the jurisdiction of the Treasury Department to that of the Navy Department. The vessels, stations, and personnel of the coast guard were thereupon assigned to the Naval districts to which they were of greatest service. In addition to its regular activities the coast guard furnished some cruising cutters for patrol duty in the submarine zone, and coöperated with the Naval Communication Service in erecting and maintaining wire communications between the various coast stations and between the coast stations and the Navy Department.

Enlistments were accepted; crews of Coast Guard Stations were increased and a vigilant patrol maintained. By June 30, 1918, the personnel embraced 228 commissioned officers, 36 cadets, 442 warrant officers, and 5920 enlisted men.

Three of the Coast Guard vessels were lost: the cutter *Tampa*, sunk Sept. 26, 1918, with all hands, 111 officers and men, in the Bristol Channel, supposedly struck by a torpedo; and the sea-going cutters *Mohawk* and *McCulloch* sunk off our own coast by collision while doing patrol duty, but without loss of life.

The handling of munition ships and high explosives shipped abroad from New York was largely intrusted to Coast Guard personnel and not a single accident or mishap occurred in New York harbor or on other navigable waters during the war.

The United States Coast Guard was transferred back to the Treasury Department on Aug. 28, 1919.

Massachusetts men who died while serving as members of the Coast Guard numbered 19.

SINKING OF THE *TAMPA*

"The *Tampa* was escorting a convoy of merchant vessels and for some reason speeded ahead of the others and was lost to view. At about 8.45 P.M. Sept. 26, 1918, the shock of a heavy explosion was felt aboard the vessels of the convoy, but owing to darkness it was impossible to discern what had caused it. The convoy arrived at destination without the *Tampa* and the circumstances were reported to the proper officials. Immediately American and British destroyers were dispatched to the scene. All they were able to find was a few life preservers marked *Tampa*, some wreckage and unidentified bodies in uniform. Information was withheld a few days in the hope that survivors would be found, but all search being fruitless, Vice Admiral Sims made official announcement of the disaster.

"In the sinking of the *Tampa* the naval force suffered its greatest individual loss during the war. The officers and men of the Coast Guard are injured to danger and there is no room for doubt that those on the *Tampa* met their fate with heroic fortitude. The precise circumstances that caused this disaster will probably never be known, but it is a matter of record that the officers and men who went down with the *Tampa* met their fate in the performance of their duty. No greater tribute could be paid to the memory of any man.

"From October 1 (1917) to July 31 (1918) *Tampa* steamed on average 3566.5 miles each month and was underway an average of 50.4 per cent of the total time. Since

Tampa's arrival on station she escorted 18 convoys between Gibraltar and United Kingdom, was never disabled, was ready whenever called on. Only one request for repairs, and this for two minor items was received from her. This excellent record is an evidence of high state of efficiency, and excellent ship spirit and an organization capable of keeping the vessel in service with a minimum of shore assistance. The squadron commander takes great pleasure in congratulating the Commanding officer, officers, and crew on the record which they have made.

"Following telegram was received from Vice Admiral C. H. Dare Mipyrn, Commanding Officer, at Milford Haven, 'For Vice Admiral Sims, U.S.N.F., Commander U.S.N. Force. Please accept the universal sympathy felt at Milford Haven by all ranks and rates in the loss of the U.S. *Tampa*. Myself and staff enjoyed the personal friendship of her commanding officer, Captain C. Satterlee, and had great admiration for his intense enthusiasm and high ideals of duty. Both he and his crew worked close and harmoniously coöperating with my vessel on many occasions and will be greatly missed.'

"The force commander is most appreciative of the excellent services performed by the *Tampa* while under his command and sympathizes most sincerely with the family of the officers and crew who were lost in this disaster."

ATTEMPT BY VOLUNTEERS FROM U.S.S. *SENECA* TO SALVAGE BRITISH COLLIER *WELLINGTON*

The British ship *Wellington* (5500 tons), Newport to Naples with coal, was torpedoed off the Bay of Biscay at about 11.30 A.M., Sept. 16, 1918. She was immediately abandoned by her crew, who signaled from one of her boats to the U.S.S. *Seneca*, in whose convoy she was, that although No. 1 hold was flooded, the vessel would probably float.

Lieutenant W. F. Brown, U.S.C.G., who was then on the bridge of the U.S.S. *Seneca*, received permission to take a volunteer crew aboard the collier and to try to make the port of Brest 300 miles distant. The volunteers boarded the *Wellington* about an hour after she was torpedoed, and were soon joined by the master, the first and second officers and 11 of her crew. The *Seneca* then left to rejoin convoy.

The rescue party succeeded in heading the vessel toward port and in attaining a speed of about 7 knots an hour. After nightfall a gale rose which necessitated lying to and making radio calls for assistance. The U.S.S. *Warrington* located the *Wellington* at about 3.00 A.M. lying to in the gale. About an hour later the sudden collapse of a bulkhead and flooding of her engine room made necessary her immediate abandonment.

A boat was successfully lowered from the *Wellington* containing six of her original crew and one man from the *Seneca*. The apparent intention of receiving the other men alongside the vessel was prevented by the heavy sea and other conditions, and the boat was shoved off from the side of the ship just as she sank.

The U.S.S. *Warrington* made every effort at assistance, but could do little until daylight, after which all survivors were picked up. Lieutenant Brown and Machinist Boyce with seventeen enlisted men from the *Seneca*, together with the master and four enlisted men from the *Wellington*, were on the collier as she sank, and were left adrift supported by life preservers and wreckage. Lieutenant Brown and seven of the *Seneca's* enlisted men were rescued after having been about four hours in the water.

Those who perished included the master and four of the *Wellington's* crew, Machinist Boyce and ten enlisted men from the *Seneca*. The last were all Coast Guard men with the exception of Paul Le Barron Marvelle, Gunner's Mate, 2d Class, U.S.N., of

Wareham, Mass., described by his superiors as a remarkably able and efficient officer, who had been very active in the effort to salvage the collier.

Had it not been for the gale and rough sea Lieutenant Brown and his volunteers would have reached port and saved an extremely valuable cargo. They showed, throughout, an example worthy of the highest traditions of any service and were recommended for the recognition warranted by the gallant conduct.

UNITED STATES MARINE CORPS

The authorized strength of the U. S. Marine Corps was increased by the act of Aug. 29, 1916, by the executive order of March 26, 1917, and by the acts of May 22 and July 1, 1918, from 344 officers and 9921 enlisted men to 3107 officers and 75,500 men. Recruiting campaigns were inaugurated early in 1917 and were carried on until Aug. 8, 1918, when enlistments were stopped because of the conflict between the volunteer and selective service systems. After Oct. 1, 1918, the U. S. Marine Corps obtained its increment by means of individual inductions of registrants. On Dec. 11, 1918, the strength of the corps was 67,601 in the regular force and 7187 in the reserve force.

Two regiments of marines were incorporated in the Second Division and served with the A.E.F. with especial distinction. Two other regiments, the 11th and 13th, were organized and sent to France where, during hostilities, they acted as guards in the area administered by the Service of Supply.

Marine camps were at Paris Island and Quantico, and most of the men accepted for the Marine Corps at the various recruiting offices were sent to Paris Island for final enlistment and training.

Companies were forwarded from the home stations as replacements for the brigade fighting with the 2d Army Division.

After the Peace, 26 officers and 700 men were retained in Europe in connection with the Schleswig-Holstein plebiscite.

The total battle losses of the Marine Corps were 75 officers and 2382 men, and total number of deaths, all causes, was 2765. The total number of Massachusetts men who died while serving with the Marines was 130.

The 1st Marine Aviation Force, consisting of four squadrons of 18 planes each and a headquarters company, operated in the northern sector of the western front, and an anti-submarine flying patrol was maintained at Naval Base 13, the Azores.

U. S. ARMY POSTAL SERVICE

Upon the declaration of war with Germany the Post Office Department took steps to provide an adequate mail service. The first United States Army post office in France was opened shortly after the arrival of the first contingent of regular troops on the continent. Following that came the establishment of postal stations wherever American troops were stationed. Much difficulty was experienced in forwarding and distributing the mail to the Expeditionary Forces.

Experienced postal clerks were sent overseas, including fifteen selected from Massachusetts. This organization was known as the A.E.F. Postal Agency, and wore the uniform.

The difficulties experienced by the Post Office authorities in handling mail designated for troops, especially those whose stations the Army did not care to make known,

led to the Army taking over in the A.E.F. all postal facilities. This transfer took place during June, 1918, and was completed by July 1, on which date the Army organized a Military Postal Express Service with 1885 enlisted men and 115 officers. This corps operated 169 fixed and mobile post offices and a railway post office service.

Many of the postal employees received commissions in the Army, and others were enlisted, and these with the aid of officers and men detailed by Army authorities there-after handled the mail.

The Post Office Department after July 1, 1918, delivered the A.E.F. mail, at point of embarkation, to the Army, which took charge of forwarding and distribution. Mail for the United States was delivered by the Army to the Post Office at ports of embarkation in the A.E.F.

The time of delivery for letters in the A.E.F. from date of postmark ranged from fifteen days to many weeks, perhaps the average was about one month.

Insufficient address and constant transfer of men from one unit to another caused unavoidable delays and frequent non-delivery.

Domestic mail for camps in the United States was handled by the Post Office Department, which established post offices at all camps.

Naval mail to ships was handled by the Naval Postal clerks.

THE SERVICE OF SUPPLY

In the rear of the army areas, a great force is required to maintain the combat units so that operations against the enemy may be carried on. In this area in France were ports of debarkation, depots of every nature, training and replacement camps, hospitals, lumber mills, and other utilities, including railway lines.

Headquarters of the "S.O.S." was at Tours. The total military forces in this area on Nov. 11, 1918, numbered 644,540. In addition were thousands of civilian employees. The commanding general was Gen. J. G. Harbord, who had previously commanded the 2d Division.

Thousands of Massachusetts men served either temporarily or permanently in the "S.O.S.," as about one third of the Expeditionary Forces were required for the maintenance of the services, including lines of communication.

AMERICAN MILITARY CEMETERIES IN EUROPE

These cemeteries are under the direct charge of the American Graves Registration Service, Quartermaster Corps. Of the American dead in the Expeditionary Forces, 46,284 were returned to the United States, 605 were sent to other countries, and 30,592 are buried in Europe. Approximately 1125 bodies have not been recovered.¹

Cemeteries are located at Brookwood (437), England, Waereghem (367), Belgium, and in France at Bony (1830), Romagne (14,134), Fère-en-Tardenois (5962), Belleau (2212), Thiaucourt (4143), and Suresnes (1507) near Paris. The numbers in parenthesis after each place indicates the number of interments.

Suitable memorial buildings will eventually be erected in each cemetery.

¹ Page 246. Guide to American Battle Fields, 1927.

WAR FINANCE

WAR LOAN ORGANIZATION, UNITED STATES TREASURY DEPARTMENT

The War Loan Organization of the Treasury Department was created in April, 1917, to conduct the sale and distribution of liberty bonds. The work was directed by a central organization in Washington through a Division of Sales, a Division of Publicity, and a Division of Public Speakers, and was carried on throughout the country by special committees in the federal reserve districts, each of which had complete control over all liberty loan activities within its own territory. The Assistant Secretary of the Treasury, R. C. Leffingwell, maintained general supervision over the work of the War Loan Organization, but L. B. Franklin, as director, was actively in charge.

The first liberty loan, authorized by an act of Congress approved April 24, 1917, was offered to the public on May 14, 1917, subscriptions to the amount of \$2,000,000,000 being invited. The bonds, which were dated June 15, 1917, and payable June 15, 1947, bore $3\frac{1}{2}$ per cent interest, but were convertible to later issues bearing a higher interest rate; in addition they were exempt from all taxation except estate and inheritance taxes, a feature which made them very attractive to large investors. The sales campaign ran from May 14 to June 15, 1917, and subscriptions amounting to \$3,035,226,850, or an oversubscription of nearly 52 per cent, were obtained from approximately four million men and women. Since the Secretary of the Treasury had announced in advance that only the amount of subscriptions called for would be accepted, those subscriptions in amounts of \$50 to \$10,000 were allotted in full, while larger subscriptions were allotted at a diminishing ratio, the lowest being 20 per cent.

The second issue of liberty bonds, authorized by an act of Sept. 24, 1917, was offered to the public on Oct. 1, 1917, subscriptions to the amount of \$3,000,000,000 being invited by the Secretary of the Treasury, who announced that 50 per cent of the oversubscription would be allotted. The bonds were dated Nov. 15, 1917, and were payable Nov. 15, 1942, although they might be redeemed any time after Nov. 15, 1927. The tax-exemption feature was modified for the reason that the provisions of the first loan accorded an advantage to the large income-tax payer which was not shared by the subscriber of a smaller income. Bonds of the second loan were made exempt, both as to principal and interest, from all taxation except (1) estate or inheritance taxes, (2) graduated super-income taxes (surtaxes), and excess-profits and war-profits taxes. The interest rate was 4 per cent, and the bonds were convertible to a later issue bearing a higher rate of interest. The sales campaign extended from Oct. 1 to 27, 1917, and subscriptions amounting to \$4,617,532,300, an oversubscription of 54 per cent, were secured from approximately 9,400,000 people. One half of the oversubscription was accepted, the total allotment being \$3,807,865,000.

The act authorizing the third liberty loan was approved on April 4, 1918. The interest was set at $4\frac{1}{2}$ per cent, in spite of the opposition of certain financiers, who had urged that the rate be materially increased in view of the complex business situation and the fact that former issues of liberty bonds were selling below par. The third liberty loan

act provided the same tax-exemption features as in the case of the second loan and made liberty bonds receivable under certain conditions in payment of estate or inheritance taxes. They were not, however, convertible to bonds of later issues at a higher interest rate. As a method of bolstering up the market price of bonds the act also provided for a fund from which the Secretary of the Treasury might purchase bonds on the open market.

Bonds of the third liberty loan, dated May 9, 1918, and payable Sept. 15, 1928, were offered to the public on April 6, 1918, subscriptions amounting to \$3,000,000,000 being invited with the proviso that all oversubscriptions might be allotted in full. The sales campaign was conducted from April 6 to May 4, 1918, and subscriptions amounting to \$4,176,516,850 were secured from 18,376,815 subscribers. Of this amount \$4,175,650,050 was allotted.

During the fourth liberty loan period the 1918 tax bill, providing for greatly increased income-tax and surtax rates, was pending, and the Secretary of the Treasury declared that some tax-exemption measures to offset these taxes would be necessary to induce persons of large income to buy bonds of the fourth liberty loan. The act authorizing the loan was approved July 9, but an act approved Sept. 24, 1918, embodied the Secretary's recommendations, providing for block exemption from surtaxes which in conjunction with former tax-exemption features would exempt from surtaxes under stated conditions the interest on bonds to the amount of \$110,000.

The bonds, which bore $4\frac{1}{2}$ per cent interest and were dated Oct. 24, 1918, payable Oct. 15, 1938, but redeemable after Oct. 15, 1933, were offered to the public during a sales campaign which extended from Sept. 28 to Oct. 19, 1918. Subscriptions to the amount of \$6,000,000,000 were invited (the fourth being the largest of all the war loans), and bonds to the amount of \$6,989,047,000 were taken by approximately 21,000,000 subscribers, the oversubscription of 16 per cent being allotted practically in full.

In the month following the Armistice the cancellation of war contracts and the maintenance of 2,000,000 men in France and provision for their return, as well as other factors, caused war expenditures to reach their peak. Many financiers believed that numerous difficulties stood in the way of the successful flotation of a popular loan after the cessation of war, and that it would be necessary to pay a high interest rate to secure the desired subscriptions; nevertheless the tax-exemption features made the Victory loan notes, as they were designated, fairly attractive to investors in spite of the low interest rate authorized by the act approved March 3, 1919. The Secretary announced that the amount of the offering would be \$4,500,000,000 with no oversubscription to be allotted. The notes, which were to run five years (dated May 20, 1919, and payable May 23, 1923), were of two series — the first at $3\frac{3}{4}$ per cent, which were tax exempt except for estate and inheritance taxes; the second at $4\frac{3}{4}$ per cent, which were taxable but possessed block exemption features similar and in addition to those offered under the act of Sept. 24, 1918. It was now possible to own bonds amounting to \$160,000 which under certain conditions were tax exempt. The Victory Loan Act also provided for a cumulative sinking fund for the purpose of retiring liberty bonds of the five issues within about twenty-five years. The campaign extended from April 21 to May 10, 1919, and subscriptions amounting to \$5,249,908,300 were secured, an oversubscription of 16.66 per cent. In accordance with the announcement, none of the oversubscription was allotted.

As a device for keeping the treasury in funds and for diminishing the strain on the money market at the time when subscriptions were being made for the liberty loans or when taxes were due, the Secretary of the Treasury was authorized to issue at intervals short-term notes known as certificates of indebtedness, to be liquidated by the loans and by tax receipts. The Secretary offered treasury certificates of indebtedness at first to

WAR LABOR BOARD

banks and later, beginning with the issues in anticipation of the third loan, to individuals and corporations. The interest rate was low, the notes ran for approximately 90 days and might be presented in payment for liberty loan subscriptions, or in the case of tax certificates, for income-tax payments.

Issues of treasury certificates of indebtedness were offered at follows:

OCCASION	NUMBER ISSUES	SUBSCRIPTION
In anticipation of first loan	4	\$ 868,205,000
In anticipation of second loan	6	2,320,493,000
In anticipation of third loan	6	3,012,085,500
In anticipation of fourth loan	7	4,659,820,000
In anticipation of fifth loan	10	6,157,589,500
In anticipation of 1917 taxes	1	50,000,000
In anticipation of 1918 taxes	6	1,624,403,500
In anticipation of 1919 taxes	8	3,354,787,500

A recapitulation of the offerings, subscriptions and allotments for each of the loans follows:

LOAN	OFFERING	SUBSCRIPTION	PER CENT	ALLOTMENT
1 3½%	\$2,000,000,000	\$3,035,226,850	152	\$1,989,455,550
2 4%	3,000,000,000	4,617,532,300	154	3,807,865,000
3 4½%	3,000,000,000	4,176,516,850	139	4,175,650,050
4 4½%	6,000,000,000	6,989,047,000	116	6,964,581,250
5 3¼-4½%	4,500,000,000	5,249,908,300	116½	4,497,818,750

ESTABLISHMENT OF A NATIONAL WAR LABOR BOARD

By the President of the United States of America

A PROCLAMATION.

WHEREAS, in January nineteen hundred and eighteen, the Secretary of Labor, upon the nomination of the President of the American Federation of Labor and the President of the National Industrial Conference Board, appointed a War Labor Conference Board for the purpose of devising for the period of the war a method of labor adjustment which would be acceptable to employers and employees; and

WHEREAS, said Board has made a report recommending the creation for the period of the war of a National War Labor Board with the same number of members as, and to be selected by the same agencies that created, the War Labor Conference Board, whose duty it shall be to adjust Labor disputes in the manner specified, and in accordance with certain conditions set forth in the said report; and

WHEREAS, the Secretary of Labor has, in accordance with the recommendation contained in the report of said War Labor Conference Board dated March 29, 1918, appointed as members of the National War Labor Board Hon. William Howard Taft and Hon. Frank P. Walsh, representatives of the General Public of the United States; Messrs. Loyall A. Osborne, L. F. Leree, W. H. Van Dervoort, C. E. Michael, and B. L. Werden, representatives of the employers of the United States; and Messrs. Frank J. Hayes, William L. Hutcheson, William H. Johnston, Victor A. Olander, and T. A. Rickert, representatives of the employees of the United States;

NOW, THEREFORE, I, WOODROW WILSON, President of the United States of America, do hereby approve and affirm the said appointments and make due proclamation thereof and of the following for the information and guidance of all concerned:

The powers, functions, and duties of the National War Labor Board shall be: To settle by mediation and conciliation controversies arising between employers and workers in fields of production necessary for the effective conduct of the war, or in other fields of national activity, delays and obstructions in which might, in the opinion of the National Board, affect detrimentally such production; to provide, by direct appointment, or otherwise, for committees or boards to sit in various parts of the country where controversies arise and secure settlement by local mediation and conciliation; and to summon the parties to controversies for hearing and action by the National Board in event of failure to secure settlement by mediation and conciliation.

The principles to be observed and the methods to be followed by the National Board in exercising such powers and functions and performing such duties shall be those specified in the said report of the War Labor Conference Board dated March 29, 1918, a complete copy of which is hereunto appended.

The National Board shall refuse to take cognizance of a controversy between employer and workers in any field of industrial or other activity where there is by agreement or Federal law a means of settlement which has not been invoked.

And I do hereby urge upon all employers and employees within the United States the necessity of utilizing the means and methods thus provided for the adjustment of all industrial disputes, and request that during the pendency of mediation or arbitration through the said means and methods, there shall be no discontinuance of industrial operations which would result in curtailment of the production of war necessities.

IN WITNESS WHEREBY, I have hereunto set my hand and caused the seal of the United States to be affixed.

DONE in the District of Columbia, this eighth day of April, in the year of our Lord one thousand nine hundred and eighteen, and of the independence of the United States the one hundred and forty-second.

WOODROW WILSON.

(SEAL.)

By the President

ROBERT LANSING

Secretary of State

The Department of Labor at the beginning of the war embraced the Bureau of Labor Statistics, the Bureau of Immigration, the Bureau of Naturalization, the Children's Bureau, and a conciliation service. The administration of the program of labor control proposed by the Council of National Defense was assigned by the President to the Secretary of Labor, who thereupon appointed an advisory council to assist him in the task. In accordance with a plan proposed by the council in the latter part of January, 1918, a War Labor Conference Board was appointed to formulate the program. That body met on March 29 and recommended the creation of the National War Labor Board to adjust labor disputes arising in connection with essential war industries where there was no method of settlement provided which had not been invoked. The proclamation of the President, printed above, followed.

A supplementary organization, including in its membership representatives of all the government agencies which employed labor in large numbers, was created on May 13, 1918, by the Secretary of Labor. This body, the War Labor Policies Board, had no administrative functions, but it determined directly for war industries and indirectly for non-war industries all questions involving the distribution of labor, wages, hours, and working conditions, its decisions being put into effect by the various production branches of the government represented in its membership.

Conciliation and adjustment continued to be direct functions of the Department of Labor during the war period. The Division of Conciliation, created on the organization of the Department of Labor in 1913, attempted to adjust labor difficulties through the

services of conciliators who without passing upon the question involved endeavored to bring together parties to the dispute in order that a settlement might be effected. There was an increased demand for the services of the Division of Conciliation after the United States entered the war. The division rendered service of value, yet failed to meet all the needs of the situation, and in January, 1918, was reorganized as the Labor Adjustment Service, Department of Labor.

The development of additional services of the United States Department of Labor for the recruiting and placement of labor brought the department into very close relation with the states. The Employment Service, which except for activities relating to the war emergency had hitherto been a part of the Bureau of Immigration, was on Jan. 3, 1918, made an independent service directly under the control of the Office of the Secretary. Federal directors of the Employment Service were appointed in each state, as well as federal directors of its subsidiary agencies, the Public Service Reserve and the Boy's Working Reserve, and a comprehensive plan of state-wide organization was put into effect.

AMERICAN OCCUPATION OF GERMAN TERRITORY

THE 3D AMERICAN ARMY AND THE AMERICAN FORCES IN GERMANY

American troops of the Army of Occupation entered Germany Dec. 1, 1918, and Coblenz Dec. 7, and retired from Coblenz on Jan. 24, 1923.

The history of the 3d American Army is embraced in the story of American Occupation.

Prior to the Armistice, Special Order 198, A.E.F., Nov. 7, 1918, established the 3d American Army with Major General Joseph T. Dickman in command. Upon announcement of the Allies' plans concerning the occupation of Germany as far as the Rhine and the bridgeheads, embracing a radius of thirty kilometers beyond the Rhine, from Mayence, Coblenz, and Cologne, General Pershing designated the 3d Army as the Army of Occupation, Nov. 14, 1918.

The 3d Army was composed of the 3d and 4th Corps, commanded by Generals Hines and Summerall, and consisted of the 2d, 32d, 1st, 3d, 42d, and 4th Divisions.

Shortly after 5 A.M., Nov. 17, 1918, all the allied forces from Switzerland to the North Sea began the march to the German frontier. The American advance was down the valley of the Moselle, through the Grand Duchy of Luxemburg. Upon reaching the frontier of Germany, Nov. 24, a halt was made until Dec. 1. Treves was occupied that day.

The occupation of the Duchy to safeguard the American line of communication was intrusted to the 5th and 33d Divisions of the 2d Army. Later, after the American bases of supply in France had been abandoned, the American forces were supplied from Antwerp and Rotterdam.

The zone of American occupation was the bridgehead of Coblenz and the district of Treves, but upon representations made by General Pershing, objecting to French troops sharing in the occupation of this district and to an American division being added to the French force of occupation at Mayence, a portion of the eastern half of the Coblenz bridgehead was annexed to the Mayence bridgehead. The entire Duchy of Luxemburg was eventually placed in the American zone. The headquarters of the Allied Commander in Chief were in the city of Luxemburg. American headquarters were at Treves until moved to Coblenz.

The 3d Army was reinforced by addition of the 7th Corps commanded by General Hahn, composed of the 89th and 90th Divisions, but this corps did not advance as far as the Rhine. Its headquarters were at Treves.

In March, 1919, the 42d Division was relieved, and soon thereafter the 32d Division. These two National Guard divisions were replaced by the 5th and 6th Divisions, but only a portion of the latter division joined the 3d Army.

The 4th Division left Germany to return to America July 12, 1919; the 2d, July 21; the 3d, Aug. 11; the 1st, Aug. 21. The 89th, 90th, and 6th Divisions were also en route home before July, 1919.

The 3d American Army, commanded by General Hunter Liggett, passed out of existence July 2, 1919, by order of G.H.Q., A.E.F., and the staff and troops remaining in Germany were designated as the "American Forces in Germany," effective July 3.

Major General E. F. McLachlan was in temporary command until Major General Henry T. Allen assumed command on July 8, 1919. At that time the American force consisted of the 8th U.S. Infantry, 2d Battalion, 6th Field Artillery, 7th Machine Gun Battalion, a Provisional Squadron of Cavalry, Company A, 1st Engineers, 1st Field Signal Battalion, Quartermaster, Ordnance, and other auxiliary units.

Later the 246th Military Police Company, brought from Brest, and a provisional brigade of infantry, composed of the 5th and 50th Infantry (largely recruits), a machine gun battalion and auxiliary troops, were sent to Coblenz. This brigade was to take part in the supervision by allied forces of the plebiscites in upper Silesia. This brigade was known as the Silesian brigade. However, because the United States did not ratify the Treaty of Versailles, these American troops were not used as intended.

The Treaty of Versailles was signed and published June 28, 1919, creating for the time being a peculiar situation between the United States and Germany. As the Treaty was not ratified by the United States, that country and Germany remained technically at war. The situation so created required a nice discrimination on the part of the American commander in dealing with conditions brought about by the declaration of peace between the Allies and Germany, Jan. 10, 1920, and the promulgation of the regulations by the Allies governing the occupation of German territory.

A separate peace between the United States and Germany July, 1920, brought about better relations.

Following the Armistice Germany slowly began the required delivery of war material, and by March, 1919, the United States had received its share, which was two tenths of the whole. France received four tenths, Great Britain three tenths, and Belgium one tenth.

The strength of the American Forces in Germany was as follows:

Dec. 31, 1919,	842 officers,	17,986 men
Dec. 31, 1920,	622 officers,	15,887 men
Dec. 31, 1921,	465 officers,	8,245 men

Throughout the occupation of German territory the behavior of the American troops was excellent. Discipline was well maintained and intercourse between the troops and inhabitants restrained as circumstances required. Many soldiers carried German wives home with them.

The cost of the American occupation was assumed by Germany.

CANADIAN EXPEDITIONARY FORCE

It is estimated that at least 5000¹ citizens or residents of Massachusetts, including native and Canadian born, served with the Canadian and Newfoundland forces.

Nearly 300 are listed in the Gold Star Record of Massachusetts as dying while serving with the Canadian forces overseas, which is known to be many less than the

¹ Other estimates make this number fifty per cent greater.

actual number. The proportion of battle deaths to the number of enlistments from Massachusetts was larger than in our own forces.

Canada upon the outbreak of the war promised the dispatch of a contingent of 20,000 men, almost at once increased to 33,000 men for service overseas. In 1914, prior to the commencement of hostilities, the military forces of the Dominion consisted of a standing trained force of 2582 officers and men, and a volunteer militia of 12,747. The total annual cost of this military preparedness was \$11,371,167.

The first call for troops was Aug. 5, 1914.

The method adopted to create an army was at first to recruit battalions from special groups, the most active in obtaining recruits for certain battalions being commissioned in that unit. This system later gave way to the more efficient plan of raising battalions according to a territorial allotment, thus doing away with the weeding out after arrival in England of unfit men and inefficient officers. Reserves were established in both France and England for the troops in the line, and as required replacements were forwarded to the special battalions for which recruited.

By October, 1914, Canada was able to forward the 33,000 men promised, including the Newfoundland contingent. By April, 1915, the Expeditionary Force alone numbered 101,377 officers and men. During the war the total number of Canadian troops in service was 628,964.¹ Casualties were as follows: killed, died of wounds or of disease, 56,119; missing and prisoners, less repatriated prisoners, 306; wounded, 149,973. The total war expenditure of the Dominion to April 1, 1919, was \$1,277,273,000 (partly estimated). This does not include the cost to Newfoundland, nor do the numbers given above include that province's contribution, except as noted.

A large camp was established at Valcartier, not far from Quebec. Here troops were trained and equipped for overseas service.

Canada made notable contributions to the personnel of the Royal Air Service, and several hundred young men from Canada, mostly from the universities, received commissions in the Imperial Army. The Royal Air Force performed especially noteworthy service in the battle of Amiens, in coöperation with the British Tank Corps. A reciprocal arrangement made after the United States entered the war between that government and Canada, for the training of aviators, rendered available the air-training schools in

¹ At the outset of the war the total forces of the United Kingdom were 733,514, and during the war no fewer than 4,970,902 men were recruited. As the estimated male population of the United Kingdom in July 1914 was 22,485,501, the percentage of serving troops to the male population was 25.36; if Ireland, which in its effort fell lamentably short of the rest of the United Kingdom, is omitted, the percentage rises to 27.28. The losses in killed were up to April 13, 1919, 549,967; wounded, 1,649,946; and missing, 253,353, giving a percentage of casualties to the male population of 10.91.

"In the case of Canada the total forces sent overseas or in training at the armistice came to 458,216 men; the estimated white male population, including only those born in Canada or the British Isles, was in July 1911, 3,400,000, giving a percentage of serving troops to male population of 13.48. The killed numbered 55,175; wounded, 149,733; missing, 767; giving a percentage of casualties to male population of 6.04. The percentage of serving troops was nearly the same in the case of Australia, being 13.43, there being 331,814 men sent overseas or in training, to an estimated population in July 1911 of 2,470,000. The casualties were higher; killed, 55,585; wounded, 151,245; missing, 3121; or a percentage of 8.50 to male population. The contribution of New Zealand in men was proportionately higher; from a total of 580,000 males, she sent or had in training 112,223 men, a percentage of 19.35; her casualties were: killed, 16,132; wounded, 40,749; missing, 5; a percentage to population of 9.80.

"South Africa, from 685,000 male white population, sent or trained 76,184 men, or 11.12 per cent; her casualties were: killed, 6928; wounded, 11,444; missing, 33; a percentage of 2.7. In addition, however, 44,000 coloured and native troops were recruited in South Africa for service in labor brigades, and they suffered severe losses, mainly from epidemics."

From "War Government of the British Dominions." Keith. Pp. 106-107.

Canada, and many American aviators, including a considerable proportion from Massachusetts, obtained instruction. Many Americans enlisted in the Royal Air Force.

The Canadian Air Force comprised: Officers, 568; cadets, 4532; other ranks, 5207; total, 10,307. The total enlistments in this and Imperial air forces was 21,169.

In France the forces were divided into three main sections: the Army Corps, Cavalry Brigade, and additional services comprising the railway and forestry corps and other auxiliaries. There were engineer companies, machine gun groups, medical, signal, and other services.

In 1917 conscription became necessary. Hitherto the Canadian Army was recruited by voluntary enlistments. In the winter of 1917-18, the Military Service Act came into effect. One result of its passage was a marked increase in this country of enlistments for British and Canadian service, and Massachusetts, with its large quota of residents from Canada, felt this effect in a noticeable degree. An agreement was negotiated with the United States providing for drafting subjects of either country resident in the other. This went into effect July 30, 1918. Up to the time conscription went into effect the burden of enlistments had fallen chiefly upon the provinces other than Quebec.

Including cavalry, reinforced from the mounted police, the fighting force in 1918 was 90,000 men, and the whole force in France, including communication and auxiliary troops was well over 150,000. Moreover, certain Canadian troops, such as railway units and hospitals, were serving in Macedonia and Palestine. Others were in England training and equipping troops, maintaining hospital service and evacuating men to Canada. There were Canadian forestry units in Great Britain and in France. About 12,000 men were constantly required for home defense, and the Canadian Government also provided a garrison for St. Lucia, B. W. I.

The first Canadian troops to arrive in France, in February, 1915, were sent into the lines before Armentières, and were first engaged in March, 1915. The 1st Division took part in the Neuve-Chapelle operations in March and were holding the British front line near St. Julien on April 22, 1915, when the Germans made use of poison gas, followed up by a savage, well-maintained, and nearly successful assault. The 3d Brigade found its left flank wholly unprotected after the French Colonial Division, panic stricken and overcome by the effects of the gas, which they were the first to feel, had abandoned their lines. The gallant stand of the Canadians saved the situation. The achievements of the Canadian troops at the battle of the Somme, at Vimy Ridge, and about Lens and at Passchendaele have been given full and deserved credit in every history of the war.

The Canadian forces during the early months of 1918 held the line in front of Vimy Ridge, from just north of Lens to a point opposite Willerval. The Corps had been employed on that front in 1916 and 1917, and in April of that year gained marked distinction in storming and capturing Vimy Ridge. On March 21, 1918, the Germans broke through far to the south of this area, consequently the Corps was not seriously engaged until March 28, when the enemy attempted to turn Vimy Ridge from the south. Canadian divisions not in line were in support of British divisions engaged south and east of Arras.

Early in May, the 1st, 3d, and 4th Canadian Divisions were relieved by the 17th and 18th (British) Corps and moved back to a reserve area where they remained until July.

In the meantime the 3d Division relieved (July 1) the 2d Division in line on the 6th (British) Corps front. By July 15 all divisions were again in line in vicinity of Arras. The Canadian Corps was transferred to the 4th Army Area on the Amiens front July 30. The battle sector extended from south of Hourges to the Amiens-Chaulnes Railway.

On the right was the 1st (French) Army and on the left the Australian Corps, and on this front the Canadians attacked Aug. 8 and the following day. Having progressed to the Chanlles-Roye road, the corps was withdrawn, Aug. 19-21, and on Aug. 26 took position southeast and east of Arras and continued in the front line until the Armistice, occupying and passing Mons.

Gen. Arthur W. Currie commanded the Canadian Corps in France and Belgium.

A Canadian division at full strength numbered 21,802 officers and men.

The 236th Battalion, known as the MacLean Highlanders or "Kilties," was raised and commanded by Lt. Col. Percy A. Guthrie. Responding to an invitation a recruiting party of this organization visited Boston in 1917 and in a period ten days, during which the "kilties" with their bagpipes aroused great enthusiasm, a thousand men enlisted in the battalion. The 236th was presented with a set of American colors by Col. Walter Scott of New York and carried these colors until the battalion was broken up in England in the summer of 1918. Most of its personnel were transferred to the 13th, 42d, and 72d Battalions, all having the distinctive designation of Highlanders, and participated in the engagements credited to those organizations during the last months of the war, as shown below.

Before the 236th Battalion left Valcartier Hon. James M. Curley, Mayor of Boston, visited the camp. He has stated that 300 members of the Tammany Club enlisted in that battalion.

As would be expected, the battalions raised in the maritime provinces of Canada claimed a larger proportion of men from Massachusetts than those raised in other provinces, although in the early years of the war many enlisted in Montreal. It has been difficult to trace these earlier enlistments, before the United States entered the war, because most recruits born in the United States concealed their nativity.

The British Recruiting Mission at Boston was closed Oct. 16, 1918, as a result of the draft convention between the United States and Great Britain. At that time Major Kenneth D. Marlatt was in charge.

It has been roughly estimated by competent authorities that more than 50,000 Americans served with the Canadian Expeditionary Forces. American volunteers prior to April, 1917, were obliged to camouflage their nationality.

The Canadian Government has erected in the National Cemetery at Arlington a monument to the American dead who served with the Canadian forces.

The following account of the Canadian Expeditionary Forces is chiefly adapted from information furnished by the Department of National Defense.

1ST CANADIAN DIVISION¹

1st Infantry Brigade

The 1st Canadian Infantry Brigade consisted of the 1st to 4th Battalions, raised in Ontario, each of which on sailing had a strength of approximately 1150 officers and men. The 3d Battalion was later known as the Toronto Regiment. In all about 24,000 enlisted men passed through the brigade.

2d Infantry Brigade

The 2d Infantry Brigade consisted of the 5th, 7th, 8th, and 10th Battalions, raised in the western provinces, each of which on sailing had a strength of approximately 1200 officers and men. In all about 24,000 enlisted men passed through the brigade.

¹ Of the first contingent to go overseas was a reserve brigade composed of the 6th, 9th, 11th, 12th, and 17th Battalions, which later became the Canadian Training Depot in England.

3d Infantry Brigade

The 3d Infantry Brigade consisted of the 13th (Royal Highlanders), 14th (Royal Mounted), 15th (48th Highlanders), and 16th (Canadian Scottish) Battalions, raised in Montreal, Toronto, and one battalion in the far west, each of which on sailing had a strength of approximately 1150 officers and men. In all about 25,000 enlisted men passed through the brigade.

The division was mobilized at Valcartier and embarked for England October, 1914, and reached France February, 1915. All of the brigades of the 1st Division participated in the battles of Gravenstafel, St. Julien (second battle of Ypres), Festubert, 1915, Mount Sorrel, Ancre Heights, Vimy 1917, Arleux, Scarpe 1918, Hill 70, Passchendaele, Amiens, Drocourt-Queant, Canal du Nord, and in the Pursuit to Mons. The 1st and 3d Brigades also were engaged at the Scarpe in 1917, and at Pozières, and the 1st at Flers-Courcelette. The 2d and 3d Brigades were in the battle at Thiepval. The 3d Brigade sustained the gas attack by the Germans April 22, and the 13th and 15th Battalions especially suffered.

2D CANADIAN DIVISION

4th Infantry Brigade

The 4th Infantry Brigade consisted of the 18th to 21st Battalions, raised in Ontario, each of which on sailing had a strength of approximately 1150 officers and men. The brigade was mobilized at Toronto. The number of men who passed through the brigade was about 20,000.

5th Infantry Brigade

The 5th Infantry Brigade consisted of the 22d (Canadien-Français) and 24th (Victoria Rifles) Battalions, raised in the Province of Quebec, the 25th Battalion (Nova Scotia Rifles), and the 26th Battalion (New Brunswick Rifles), each of which on sailing had a strength of approximately 1150 officers and men. The enlisted men who passed through the brigade numbered more than 20,000.

6th Infantry Brigade

The 6th Infantry Brigade consisted of the 27th to 31st Battalions, raised in the western provinces. The division embarked for England May, 1915, and reached France September, 1915. The number of men who passed through the brigade was about 19,000.

The 2d Division participated in the battles of Mount Sorrel, Flers-Courcelette, Thiepval, Ancre Heights, Vimy 1917, Arleux, Scarpe 1917, Hill 70, Passchendaele, Somme 1918, Arras, 1918, Amiens, Scarpe 1918, Drocourt-Queant, Canal du Nord, Cambrai 1918, and in the Pursuit to Mons.

The 4th Brigade was not engaged at the Scarpe 1917, nor at Arleux. The 22d Battalion was not engaged at Thiepval, nor was the 5th Brigade engaged in the Drocourt-Queant operation.

3D CANADIAN DIVISION

7th Infantry Brigade

The 7th Infantry Brigade consisted of the Royal Canadian Regiment and the Princess Patricia's Light Infantry, both recruited from all Canada, the 42d Battalion (Royal Highlanders), raised in Montreal, and the 49th Battalion, raised at Edmonton, each of which on sailing had a strength of approximately 1150 officers and men. The Royal

Canadian Regiment embarked for England August, 1915, and reached France November, 1915. The Princess Patricia's Regiment embarked October, 1914, and reached France December, 1914, and was brigaded with the 27th British Division. It participated in the battles of Frezenberg and Bellewaarde. Neither this battalion nor the Royal Canadians were at Valenciennes nor in the Pursuit to Mons. The other two battalions were not at Valenciennes. The number of men who passed through the brigade was over 19,000.

8th Infantry Brigade

The 8th Infantry Brigade consisted of four battalions of the Canadian Mounted Rifles, the 1st and 2d Battalions raised in the western provinces and the 4th and 5th raised in Ontario and the Province of Quebec. Each battalion on sailing, June and July, 1915, had a strength of approximately 600 officers and men. The brigade reached France September and October, 1915. Part of the brigade was not at the Sambre nor in the Pursuit to Mons. The number of men who passed through the brigade was over 18,000.

9th Infantry Brigade

The 9th Infantry Brigade consisted of the 43d (Cameron Highlanders) and 52d Battalions, raised in the western provinces, the 58th and 60th Battalions, raised in Ontario and Montreal. The 116th Battalion was raised in Ontario. The 43d Battalion sailed for England June, 1915, and reached France February, 1916; the 52d, 58th, and 60th Battalions embarked for England November, 1915, and reached France February, 1916. The 116th Battalion sailed for England July, 1916, reached France February, 1917, and replaced the 60th Battalion April 28, but not in time to participate in the battle of Vimy Ridge. The number of men who passed through the brigade was over 14,000.

The 3d Division, but not all of the brigades composing that division, participated in the battles of Mount Sorrel, Flers-Courcelette, Ancre Heights, Vimy 1917, Hill 70, Passchendaele, Amiens, Arras 1918, Scarpe 1918, Drocourt-Queant, Canal du Nord, Cambrai 1918, Valenciennes, the Sambre, and the Pursuit to Mons.

4TH CANADIAN DIVISION

10th Infantry Brigade

The 10th Infantry Brigade consisted of the 44th, 46th, 47th, and 50th Battalions, raised in western Canada, each of which on sailing had a strength of approximately 1150 officers and men. The 44th, 46th, and 50th Battalions embarked for England October, 1915, and reached France August, 1916. The 47th Battalion embarked for England November, 1915, and reached France August, 1916. The number of men who passed through the brigade was about 18,000.

11th Infantry Brigade

The 11th Infantry Brigade consisted of the 54th and 102d Battalions, raised in British Columbia, and the 75th and 87th Battalions (Grenadier Guards), raised in Ontario and Quebec, each of which on sailing had a strength of approximately 1150 officers and men. The 54th Battalion embarked for England January, 1915, and reached France August, 1916. The 75th and 87th Battalions embarked April, 1916, and reached France August, 1916. The 102d Battalion embarked June, 1916, and reached France in August, 1916, and did not participate in the battle at the Sambre. The enlisted men who passed through the brigade numbered about 17,000.

12th Infantry Brigade

The 12th Infantry Brigade consisted of the 38th Battalion, raised in Ottawa, the 73d, raised in Montreal, the 72d (Seaforth Highlanders) and 78th (Winnipeg Grenadiers) Battalions, raised in western Canada, and the 85th Battalion (Nova Scotia Highlanders). The 38th and 78th Battalions embarked for England May, 1916, and reached France August, 1916. The 85th Battalion sailed for England October, 1916, reached France Feb. 2, 1917, replaced the 73d Battalion April, 1917, and participated in the engagements credited to the division after that date. The 73d was engaged at Ancre Heights, Ancre 1916, and Vimy 1917. The enlisted men who passed through the brigade numbered over 16,000.

The 4th Division participated in the battles of Ancre Heights, Ancre 1916, Vimy 1917, Hill 70, Passchendaele, Amiens, Arras 1918, Scarpe 1918, Drocourt-Queant, Canal du Nord, Valenciennes. The 12th Brigade was at the Sambre, as was the 11th Brigade less the 102d Battalion.

THE ROYAL CANADIAN DRAGOONS AND LORD STRATHCONA'S HORSE

These were cavalry units of the Canadian Permanent Force ; the first was organized in 1883, and the last in 1901. These two cavalry organizations sailed with the first contingent Oct. 3, 1914, and on reaching France, May 5, 1915, were employed as infantry until January, 1916, when they were again mounted. They participated in the following battles : Festubert 1915, Bazentin (Somme 1916), Pozières, Flers-Courcelette, Cambrai 1917, St. Quentin, Amiens, St. Quentin Canal, Beaurevoir, Cambrai 1918, and in the Pursuit to Mons. The original strength of each unit was about 600. Replacements numbered over 3000.

THE FORT GARRY HORSE

The Fort Garry Horse was organized at Canterbury, Eng., in January, 1916, the personnel being obtained principally from the 6th Canadian Infantry Battalion from Manitoba. The unit was transferred to France Feb. 25, 1916, and served with the British cavalry divisions until April, 1919. It participated in the following battles : Bazentin (Somme 1916), Pozières, Flers-Courcelette, Cambrai 1917, St. Quentin, Amiens, St. Quentin Canal, Beaurevoir, Cambrai 1918, and in the Pursuit to Mons. The number of men passing through this unit numbered 1590.

ARTILLERY

When the Canadian Field Artillery in France was at full strength, after August, 1917, it consisted of the 8th Army Brigade and the 1st, 2d, 3d, 4th, and 5th Canadian Divisional Artilleries, each with two brigades composed of three batteries with six 18 pounder guns and one battery with six 4.5-inch howitzers. Each divisional artillery had one heavy trench mortar battery and two medium trench mortar batteries. The 1st and 2d Brigades were with the 1st Division, the 5th and 6th with the 2d Division, 9th and 10th with the 3d Division, 3d and 4th with the 4th Division. The other artillery brigades in the Expeditionary Forces were Corps Artillery.

The Canadian Heavy Artillery consisted of three brigades of garrison artillery, comprising in all fourteen batteries equipped with 6-, 8-, and 9.2-inch howitzers.

The Anti-Aircraft Battery had five sections, 10 guns mounted on motor lorries.

Enormous quantities of ammunition were expended. In the battle of Passchendaele alone, lasting 30 days, the artillery under the Canadian Corps fired nearly 1,500,000 shells of all kinds.

"The Canadian Artillery lived up to the Royal Artillery motto '*Ubique*' by taking part in all the Canadian battles on the Western Front, and also in Northern Russia, where two field batteries served from October, 1918, to June, 1919." A detachment of 104 all ranks C. F. A. accompanied the Canadian Expeditionary Force to Siberia.

MACHINE GUN SECTIONS

Until the end of 1915 machine gun sections formed part of the infantry battalion establishment, some battalions in the 1st Canadian Division going to France, February, 1915, with four and some with eight Colt guns. During the first three months of 1916 brigade machine gun companies of the 1st, 2d, and 3d Canadian Divisions were formed in France; the 4th Division companies being formed in England. Their personnel was drawn from infantry battalions of the brigades concerned and each company equipped with 16 Colt guns. The Colts were replaced by Vickers machine guns in July, 1916. In January, 1917, a fourth machine gun company was added to each division and in September, 1917, the companies were reorganized into divisional machine gun battalions, each with 96 guns.

The motor machine gun units of the corps were the Borden, Eaton, and Yukon Batteries, which formed the 1st Canadian Motor Machine Gun Brigade. In May, 1918, the 17th, 18th, and 19th Machine Gun Companies were added and the whole reorganized into the 1st and 2d Canadian Motor Machine Gun Brigades.

The infantry used Lewis machine guns, and towards the end of the war each battalion had on its strength 36 guns.

The cavalry sections used Hotchkiss guns.

The machine guns played an important part in all the operations conducted by the Canadian Corps.

ENGINEERS

The principal engineer units in the Canadian Corps were the field companies, of which there were three in each division. At the end of May, 1918, the field companies together with the divisional pioneer battalions were reorganized into engineer battalions, each with 39 officers and 1027 men. Other engineer units were Corps Survey Section, Tramways Companies, Tunneling Companies, Army Troops Companies, Permanent Base Company, Anti-Aircraft Searchlight Company, Signal Companies, Pontoon Bridging Transport Units.

SIGNAL SERVICE

The Canadian Signal Service in France consisted of one Corps Signal Company, four Divisional Signal Companies, 5th Canadian Divisional Artillery Signals, 8th Army Brigade, C. F. A. Signal Sub-section, Canadian Corps Signal School.

CANADIAN ARMY SERVICE CORPS

The Canadian Army Service Corps during the war had an approximate strength of 9500. The Army Service Corps Transport supplied ammunition to the artillery. The evacuation of sick and wounded, the transfer of baggage, salvage, lumber, and other stores were among the many duties of the Service in the field, in addition to supply and transport, and feeding the troops.

CANADIAN ARMY MEDICAL CORPS¹

The Canadian Army Medical Corps organization in France in November, 1918, consisted of 681 medical officers, 792 nursing sisters, 5731 enlisted men, operating six

¹ See "The C. A. M. C. with the Canadian Corps during the Last Hundred Days of the Great War," by Colonel A. E. Snell, Royal Canadian Army Medical Corps, Ottawa, 1924.

General Hospitals, six Stationary Hospitals, four Casualty Clearing Stations, fourteen Field Ambulances, five Sanitary Sections, Laboratory Unit, Depot Medical Stores, and Administrative Units.

In England there were 770 medical officers, 1094 nursing sisters, 6512 enlisted men, distributed throughout ten General Hospitals, six Convalescent Hospitals, nine Special Hospitals, three Hospital Ships, two Laboratory Units, four Sanitary Sections, Medical Stores, Training Depot and Administration Units.

Individual officers of the Medical Services were attached to practically every unit of the Canadian Corps. These officers were known as Regimental Medical Officers and had a small staff of C. A. M. C. personnel under them for water or first aid duties.

There were three Field Ambulances with each division and one operating the Corps Rest Station. A field ambulance was a highly mobile unit; had 11 officers and 238 enlisted men, seven motor ambulance cars, three horsed ambulance wagons and complete tentage and transport for its equipment. Each field ambulance was organized to permit the operation of one, two, or three dressing stations, simultaneously. The corps and divisional rest stations provided accommodation and medical care for minor sick cases.

CANADIAN ARMY DENTAL CORPS

The Dental Service of the Canadian Corps was an integral part of the Medical Services. It was organized early in 1915 and increased from 30 officers and 74 enlisted men to 223 officers and 459 enlisted men at the Armistice.

AIR FORCE

Canada contributed in a large measure to the personnel of the British Flying Forces. Over 8000 Canadians held commissions in the Air Forces (Royal Naval Air Service, Royal Flying Corps, and later Royal Air Force). Approximately 12,000 Canadians served in the British Flying Service. Many outstanding exploits were credited to the Canadians.

In view of this large representation the question of Canadian identity and the formation of a separate Canadian Air Force was considered. In July, 1918, the formation of two Canadian Air Squadrons to be organized in England was authorized. The types of squadrons decided upon were a single-seater Scout Squadron and a day Bombing Squadron. Their training proceeded, but as a result of the signing of the Armistice they were not required in France. At that date there was also a large number of cadets in training in Canada.

CANADIAN FORESTRY CORPS

Owing to the shortage of ships and the consequent restriction of lumber importation the British Government in February, 1916, asked Canada for a battalion of lumbermen to exploit the forests of Britain. In less than three months after this request the 224th Canadian Forestry Battalion was recruited, dispatched to England with its machinery, had built its first mill in Surrey and delivered sawn lumber to the Imperial authorities. The 238th Canadian Forestry Battalion followed in September, 1916, and the corps grew rapidly until in November, 1918, it had a strength of 31,447, including attached officers and men from Imperial units, Portuguese, Finns, and prisoners of war.

By its zeal and ingenuity the Canadian Forestry Corps extended the exploitation of the timber resources of Great Britain and France, furnished timber for the armies of Britain, France, Belgium, and the United States, and thus materially contributed to the attainment of victory.

CANADIAN RAILWAY TROOPS

In February, 1915, the War Office requested the Canadian Government to send two Railway Construction Companies to Europe. Five hundred picked men were obtained from the construction forces of the Canadian Pacific Railway Construction Corps in Canada. This force was the nucleus of Canadian Overseas Railway Construction Corps, and arrived in France in August, 1915. Subsequent calls brought volunteers from among the experienced railway workers of every province of the Dominion.

By the end of June, 1917, ten battalions, C. R. T., were at work on the western front. In the spring of 1918 there were thirteen battalions, having a strength of over 16,000. The Corps also included the Canadian Overseas Railway Construction Corps, 58th Broad Gauge Railway Operating Company, 13th Canadian Light Railway Operating Company, 85th Canadian Engine Crew Company, 69th Wagon Erecting Company. The 1st Bridging Company, C. R. T. (6 officers and 250 enlisted men) was sent to Palestine in September, 1918.

The C. R. T. were responsible for the construction and maintenance of new standard gauge lines radiating from the Channel Ports and of the elaborate system of light railways behind the British front. During operations standard gauge and light railways were pushed forward on the heels of the advance to carry troops, supplies, and ammunition, and to evacuate the wounded.

Personnel of the Canadian Railway Troops were awarded 744 decorations and honors. Canadian railway units were employed in Palestine and Macedonia.

In 1921 the Canadian government through the Department of Soldiers' Civil Re-establishment, issued a "Handbook for the information of former members of the Canadian and British Forces resident in the United States of America."

NEWFOUNDLAND

Newfoundland, independent in its government since 1855, was prompt to respond to the call for troops. Its only armed force at the outbreak of the war was the Newfoundland Naval Reserve consisting of 500 men. The Royal Newfoundland Regiment, 500 strong, recruited in early autumn of 1914, sailed overseas in the *Florizel* Oct. 4, 1914, having received at St. John's, training which was to be supplemented on Salisbury Plain, England. It first saw active service at Suvla Bay, Gallipoli Peninsula, Sept. 19, 1915. It took part in the battle of the Somme, July 1, 1916, when out of 800 men all but 68 became casualties. In 1917 and 1918 the regiment was in action at Monchy le Preux and at Neuve-Eglise. During the war 9000 men of all ranks served in the regiment. Its total casualties were 4000, including 1200 dead of wounds or disease or killed in battle.

"In 1917, in addition to the steps taken to keep the Newfoundland regiment at full strength, a new departure of importance was made in the dispatch to Scotland of a Forestry Corps. With the exception of the adjutant, whose primary business was to maintain the military organization of the corps, the officers were practical lumbermen. Recruits were not accepted unless medically unfit for the field, or married men, not too young, with families. Among the 500 men whom the corps ultimately contained, there were old men of sixty, past fighting age, and lads too young to be recruited for the ordinary service, as well as men whose active service had been cut short by wounds received in France.

"Not until 1918 was compulsion deemed necessary, but in response to the urgent appeals for aid which followed the March offensive, the two houses of the Legislature each passed unanimously at the beginning of May an Act for compulsory service. It

was immediately followed by the issue of a proclamation calling all unmarried men between 19 and 25 to the colors by May 24. But the total of voluntary enlistments from the beginning of April to the middle of May had risen to 600, showing emphatically the anxiety of Newfoundlanders to render what aid they could, and within three weeks from the coming into force of the Act, 1500 men enlisted.

"The total of men recruited up to date of the Armistice reached 9236; 1082 men killed or died of wounds, and 2314 wounded, attest the gallantry and services of the regiment. But the number should be increased by not less than 3000 Newfoundlanders who enlisted in the Canadian forces, attracted by the high pay given by Canada. Moreover, the small population had also to supply men for the Royal Naval Reserve, and its scanty numbers rendered the proportion of men who for domestic reasons could not be spared, exceptionally high."¹

In the Royal Navy, 2053 Newfoundlanders were in service during the period of hostilities, of whom 167 were killed in action and 124 invalided on account of injuries. Because of the residence of many men in the fishing towns of Massachusetts whose family affiliations were with Newfoundland, there were enlistments from those places in the Newfoundland or Imperial forces.

¹ From "War Government of the British Dominions." Keith, pp. 104-105; see also p. 135 for naval efforts.



